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# The Hongkong Telegraph

C. E. WARREN & CO., LTD.

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LOCAL BRANCH.

Paddey Bidg.

## SOUTH AFRICA'S RECOVERY.

ENGLAND NOW UP AGAINST IT.

FIVE END WICKETS FALL FOR 26.

MITCHELL AND CATTERALL IN BIG PARTNERSHIP.

## RAPID SCORING.

Johannesburg, Dec. 26. It was England's turn to do some serious thinking at the close of play in the second day of the First Test. The last five wickets fell for an addition of only 26 runs! South Africa attacked the English bowling vigorously, wiped off their arrears for the loss of two wickets, and proceeded to establish a lead of 236 runs with three wickets to fall.

There were over 20,000 on the ground in sunny weather when Hammond and White went out to continue England's first innings which concluded on Wednesday with the score at 167 for 5 wickets.

Nine runs had been added to the score, five of them by Hammond when the Gloucester player was dismissed on a leg before appeal by Nupen. Three runs later, White was sent back, being caught by Currow on Nupen.

Peebles and Tate began well enough, the amateur blocking everything while Tate endeavoured to hit, but with the total at 185, Nupen broke through. Peebles guard and disturbed his ball, Peebles had not opened his account.

Tate and Voce carried the score to 193 when both were dismissed in quick succession, Tate being caught off Vincent while Voce was run out.

### Nupen's Fine Bowling.

The finish was sensational as it was anticipated that England could hardly fail to obtain a lead of less than 100 runs on the first innings. They had to be content with a lead of 67, thanks chiefly to Nupen who bowled brilliantly this morning, taking three wickets while eighteen runs were being scored, claiming five wickets for 63 runs. McMillan was severely punished for his one wicket, while Vincent took 3 for 49.

### SOUTH AFRICA GO OUT.

Currow and Siedle opened for South Africa, the batting order being slightly changed. Currow batted cautiously, but he was dismissed before reaching double figures, a smart throw-in finding him out of his crease. The score then stood at 34.

Siedle did not long survive. Fifty had just gone up when he was given out leg before to Voce.

The brightest cricket of the day followed the arrival at the wicket—a matting wicket—of Mitchell. He went for the bowling from the start and rapidly overtook his partner.

### Hammond's Double Success.

Chapman changed his bowling frequently without effect until the partnership had realised 122 runs, when Catterall mistimed a ball from Hammond and was smartly taken by Hendren. Hammond also got rid of Mitchell, who survived his partner (in a splendid stand which changed the whole complexion of the game) by only two runs. He was caught behind the wicket after compiling 72 in a brilliant effort.

Eight runs later, Balaskas too was sent back to the pavilion and with the score-board showing 182 for 5 wickets, England had apparently regained the ascendancy, three wickets having fallen in quick time for ten runs.

### Hard-Hitting "Tall."

The South African tall wagged in no uncertain fashion, however. Cameron hit out at everything scoring with remarkable rapidity and the sixth wicket did not fall until 265 had been put up, the partnership of Cameron and McMillan realising 88 runs, of which Cameron claimed 51.

Viljoen followed Cameron's example, scoring with some daring strokes while McMillan still adopted stone-wall tactics. The latter was cleanbowled by Voce, however, at 201. He had scored 14

## KWANGSI PEACE PROSPECTS.

## TWO LEADERS NOW IN HONGKONG.

## REBELS' FUTURE.

Canton, Dec. 26. Since the Central Government has appointed General Wu Ting-ying, ex-Kwangsi divisional commander, as the "Rehabilitation Commissioner" (Tupan) of Kwangsi, the Kwangsi situation seems more likely to be terminated by pacific means. General Wu wired on the 23rd to his friends in Hongkong that he left Shanghai on Tuesday on the Hakusan Maru, which was expected to arrive at Hongkong on Friday.

General Wang Shao-hung is reported to have already reached Hongkong, where he will wait for the arrival of General Wu to discuss the rehabilitation of Kwangsi, and to discriminate in the administration between civil and military authorities, in view of the fact that General Wu will take charge of all military affairs and General Wang of all civil affairs in Kwangsi. The latter is first to proceed to Nanking before the Central Government formally discloses his appointment.

According to well-informed circles, Li Chung-yen, Pei Hsung-hsi and Chang Fat-kwai are ready to go abroad since the Government has consented to reorganise the insurgent troops into Border Defence Forces.

The last two days have witnessed the movement of the rebels under Yang Teng-fel and Ng Ki-wei from Chinkiang, Shanglin, Wuming towards Liuchow, and of those under Hsu Chung-wei and Tang Ching from the Left River, Right River and Wingshan towards Nanning, as they are under orders to assemble at Nanning and Liuchow, pending reorganisation.

The party of military police, who apparently set out to discover the whereabouts of Mr. Fields-Clarke and there was a brief engagement in the course of which four of the rebels were killed and two wounded.

Captain Rust, who was in charge of the military party, was slightly wounded.

Another detachment suffered a few casualties in their withdrawal to Tharrywaddy.

The rebels afterwards burned the bungalow to the ground.

## BURMA RIOT TRAGEDY.

## BRITISH OFFICIAL MURDERED.

## TROOPS MOVING.

Rangoon, Dec. 26. The murder of a British official is one of the outrages attributed to the rebellious tribesmen in the Tharrywaddy District, according to the official report of the disorders.

Issued for information to-day, it states that tribesmen have been responsible for disorders in the Tharrywaddy and Insein Districts.

A band of rebels surrounded a bungalow at Pego Yomas on Christmas Eve and killed Mr. H. V. Fields-Clarke, of the Indian Forestry Engineering Service, who was staying there.

The rebels afterwards burned the bungalow to the ground.

### Captain Wounded.

A party of military police, who apparently set out to discover the whereabouts of Mr. Fields-Clarke and came into contact with the rebels and there was a brief engagement in the course of which four of the rebels were killed and two wounded.

Captain Rust, who was in charge of the military party, was slightly wounded.

Another detachment suffered a few casualties in their withdrawal to Tharrywaddy.

The rebels afterwards burned the bungalow to the ground.

### Missing Officers.

A Sub-Divisional police officer and a township officer are reported to be missing.

A company of the 15th Punjab and a company of the Buffs are proceeding to Tharrywaddy.

Several rebels were captured on Christmas Eve in the Insein District, where four native officials are reported to have been killed.

Reuter.

### INTERRUPTED FLIGHT COMPLETED.

## FLIGHT LIEUT. HILL IN SYDNEY.

Sydney, Dec. 26. Flight Lieutenant Hill arrived here on Christmas Day, thus completing his flight from England. No official welcome was accorded him.

The airman has been dogged with bad luck on the final stages of his flight, after having been on the verge of beating Hinkler's record. He crashed at Attamborow, within 600 miles of Port Darwin, up to which point he had established a record, and was then overtaken by Wing Commander Kingsford Smith. He reached Kingsford Smith.

Several rebels were captured on Christmas Eve in the Insein District, where four native officials are reported to have been killed.

Reuter.

### ENGLAND—1ST INNINGS.

Wynatt, lbw, b Nupen ..... 8  
Cameron, b Nupen ..... 29  
Hendren, lbw, b Nupen ..... 49  
J. H. Catterall, b Voce ..... 8  
Tate, b T. ..... 26  
Voce, b T. ..... 26  
Peebles, b T. ..... 14  
H. B. Cameron, b Peebles ..... 7  
O. McMillan, not out ..... 46  
E. P. Nupen, b Peebles ..... 9  
C. L. Vincent, b Hammond, b Voce ..... 10  
Newson, b Tate ..... 10  
Extras ..... 18

Total ..... 126

### Bowling Analysis.

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## HONGKONG TRADE.

ANALYSIS OF STATISTICS  
FOR NOVEMBER.

An analysis of the Colony's trade statistics for November, compiled by the Statistical Office of the Imports and Exports Department, given the following details:

## Animals (Live).

The fluctuations in values of imports and exports of live animals have been very slight during the year, and the November imports of \$927,435 and exports of \$29,553 were up to average. Cattle and pigs declined slightly as compared with October.

## Building Materials.

Indicative of the activity in the building trade the imports of building materials reached the highest level during the year at \$1,201,018 as compared with \$928,229 in October, while exports moved in sympathy from \$683,604 to the new high level of \$703,073.

Bricks and tiles increased slightly to 2,232,101 pieces (\$30,211). Cement imports continued to appreciate. 270,699 pieces (\$340,241) entering as against 208,991 pieces (\$245,094). Imports from Japan increased from 161,368 pieces (\$180,149) to 224,449 pieces (\$263,892). Exports totalled 229,242 pieces (\$15,726), the bulk of the export, 186,162 pieces (\$24,840) going to South China.

Hardware imports remained steady at 163,950 cubic feet (\$122,895), while timber increased from 58,765 cubic feet (\$155,694) to 75,359 cubic feet (\$166,660), mainly from Siam. American pine jumped from 24,235 cubic feet (\$10,077) to 65,781 cubic feet (\$60,038), the Canadian share recording a huge increase to 38,203 cubic feet (\$37,688), the remainder coming from U. S. A.

## Chemicals and Drugs.

This group showed a heavy decline, imports totalling \$442,667 as against \$481,129, and exports \$242,164 as against \$367,688. Bleaching powder imports increased from 656 pieces (\$13,276) to 1,513 pieces (\$25,286) while chloride of potash declined heavily to 2,287 pieces (\$38,940). Pharmaceutical products fell from \$236,339 to \$142,935, the British share of the import trade falling from \$67,321 to \$20,649, the German share also declining from \$122,732 to \$40,210; Germany's share of the total imports amounting to \$163,098 on

compared with the British total of \$78,844.

South China took \$112,800 of the exports and Macao \$40,058.

## Chinese Medicines.

Although imports valued at \$2,045,431 showed a slight decline as compared with the previous highest figure of \$2,711,255 in October, the figure was well above the average for the year. Exports declined in sympathy to \$1,245,003. The bulk of the imports came from North China.

South China accounted for \$103,728 of the exports and French Indo-China \$188,034.

## Dyeing and Tanning Materials.

This trade fell off heavily during November, imports amounting to \$460,103 as compared with \$727,017 and exports \$540,749 as against \$690,643. The British share of the imports fell to the negligible figure of \$7,761, while the German share declined from \$393,059 to \$156,324.

Imports of unlined brown sugar amounted to 137,834 piculs (\$917,830), a slight increase, while refined white jumped from 234,404 piculs (\$204,018) to 468,849 piculs (\$204,050). Of this total 453,412 piculs (\$2,203,773) entered from the Netherlands East Indies and 33,386 piculs (\$22,202) from Japan. Imported brown imports amounted to 226,901 (\$1,302,000), all coming from the Netherlands East Indies.

ing that Bangkok exporters are holding out for higher prices. Saigon white increased from 129,342 piculs (\$1,184,328) to 181,380 (\$1,400,600), while imports from Bangkok declined from 67,028 piculs (\$308,875) to 44,273 piculs (\$193,409).

Game and poultry imports fell from 438,344 birds valued at \$361,924 to 362,808 (\$282,101), beef and mutton imports both falling heavily.

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## Fuels.

Imports of fuels registered the lowest figure for the year at \$681,368, while exports showed little change at \$711,090.

Bituminous coal imports fell from 62,308 tons (\$830,807) to 33,983 tons (\$509,352), while firewood fell from 187,973 piculs (\$165,811) to 187,034 piculs (\$162,168). The bulk of the coal, 18,730 tons (\$313,846) came from Japan.

## Hardware.

Hardware imports increased from \$309,214 to \$423,037, and exports from \$274,213 to \$298,109, the highest figure for the year.

## Liquor (Intoxicating).

Liquor imports showed little change at \$338,497, but exports dropped by \$30,000 to \$154,271. United Kingdom accounted for \$121,415 of the imports, France \$48,179 and the Netherlands East Indies \$43,749. The bulk of the exports went to China.

## Machinery and Engines.

From the lowest figure for the year in August, \$171,709, imports steadily increased until they reached a new high level of \$468,696 in November. Exports moved in sympathy and reached \$181,421, the highest figure for the year. The British share of the trade continued to improve, totalling \$298,345 as compared with \$206,320.

## Manures.

Imports amounted to \$1,634,163 as against \$1,470,753, and exports \$1,079,076 as against \$1,870,980, the United Kingdom accounting for \$78,411 and Germany \$759,206.

(Continued on Page 3.)

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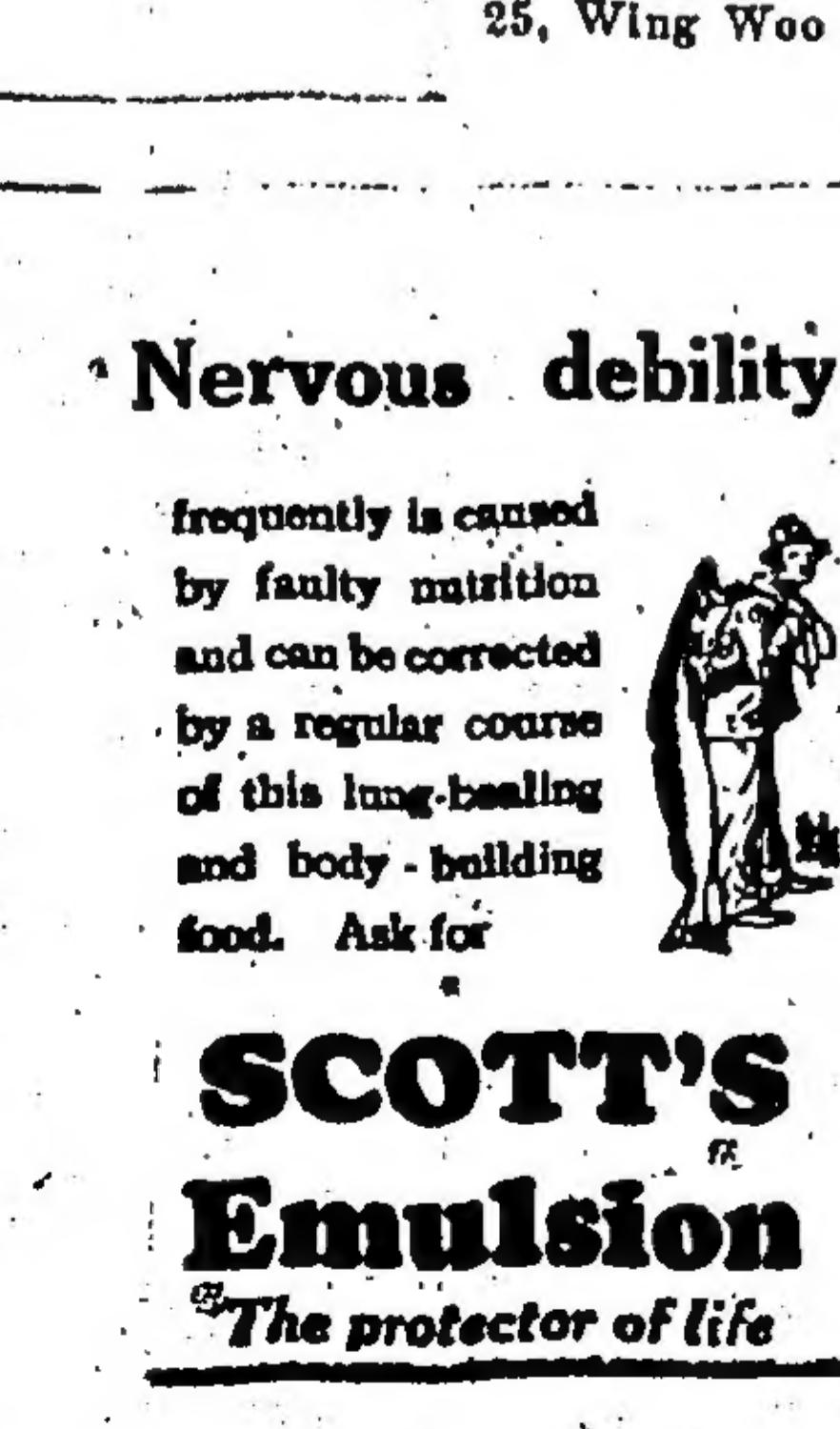
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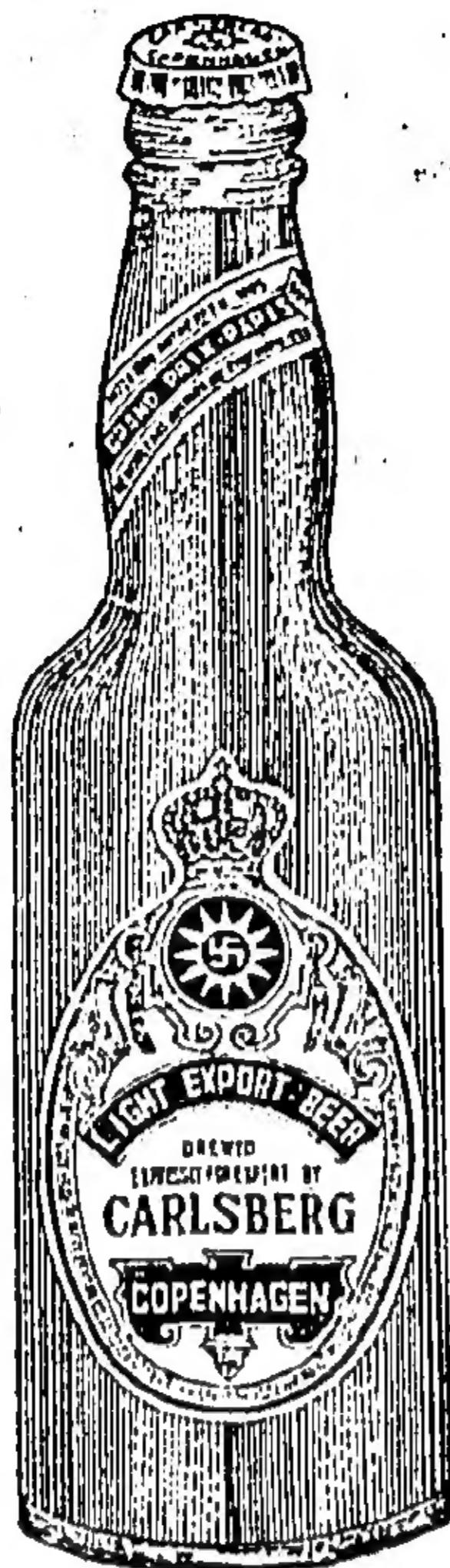
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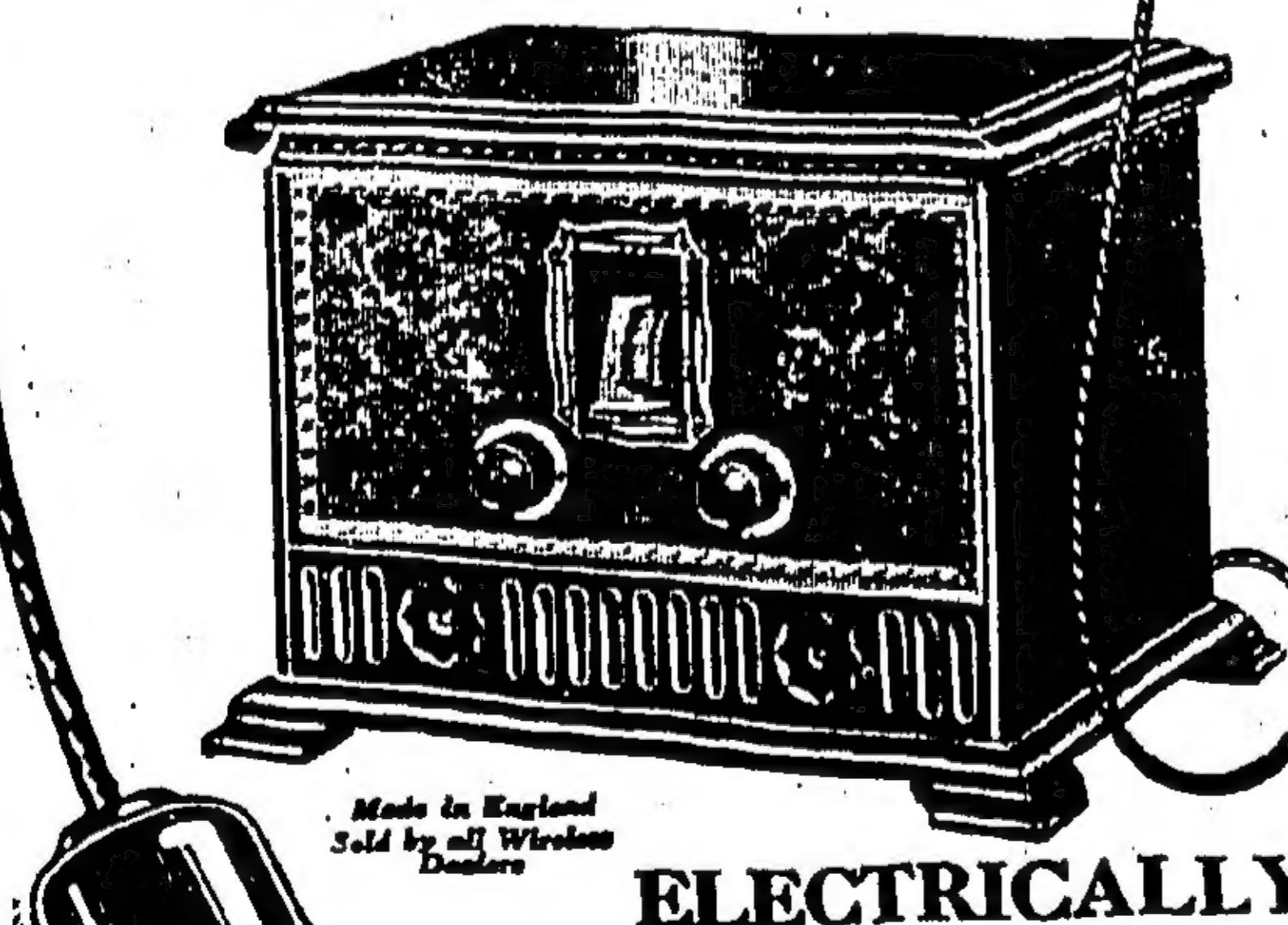
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## HONGKONG TRADE.

(Continued from Page 2.)

### Metals.

Imports recorded the highest figure for the year totalling \$3,172,900 as compared with \$2,991,210. Exports, however, fell from \$2,050,127 to \$1,638,409. The British share of the imports fell heavily from \$469,632 to \$391,407, while imports from the Straits Settlements reached \$875,417 (mainly tin slabs) from a negligible figure. The Belgian figure dropped from \$676,676 to \$468,770. Japan took exports value at \$374,473 as compared with \$177,000 in October.

### Minerals and Ores.

Imports maintained the high figure of \$414,000, mainly on account of shipments of wolframite from South China, while exports increased by \$10,000 to \$107,700.

### Nuts and Seeds.

Imports declined heavily to \$640,100 and exports to \$400,381. North China accounted for \$344,927 of the imports.

### Oils and Fats.

Imports advanced from \$1,475,010 in October to \$3,597,000, but exports declined slightly to \$2,249,740. One shipment of petrol arrived from U. S. A., amounting to 773,730 gallons, its declared value of \$818,854 as compared with 211,260 gallons (\$211,260) in October. Fuel oil imports totalled 20,261 tons (\$105,461), kerosene 1,735,293 gallons (\$895,080) and paraffin wax 24,826 piculs (\$465,507). Of the total \$2,087,007 came from U. S. A., \$681,417 from the Netherlands East Indies and \$277,048 from the Straits Settlements.

### Paints.

Imports dropped \$36,000 to \$143,277 and exports \$30,000 to \$106,143. The British share increased from \$62,422 to \$61,520, the German share dropping \$10,000 to \$2,129.

### Piece Goods and Textiles.

From a peak of \$13,000,000 in September imports gradually eased off to \$10,303,642 in November, a figure well above the average since April. Exports fell out slightly to \$8,307,275. Imports of unbleached cottons totalled \$707,787; bleached cottons \$497,931; light cotton fabrics \$2,408,021; prints \$165,212; cotton sundries \$224,665; woollens \$1,402,073; silk \$1,290,517; miscellaneous \$3,616,058.

The British share of the trade declined from \$2,714,974 to \$1,927,983 and the Japanese from \$3,386,003 to \$3,341,402. The German figure fell from \$1,096,716 to \$419,617 and the Italian from \$750,516 to \$207,031.

### Tobacco.

Tobacco imports fell from \$750,860 to \$694,106, while exports also declined from \$1,078,306, the highest figure this year, to \$819,020. Cigarettes accounted for \$251,550 of the imports, and native prepared tobacco \$231,768.

### Treasure.

Imports increased slightly to \$1,232,456, exports falling from \$91,188,711 to \$8,794,041.

### Vegetables.

Imports doubled during November, a total of \$550,644 being recorded. Exports increased to \$121,715. Motor car imports increased, 21 cars valued at \$61,000 entering as compared with five valued at \$25,795, six valued at \$21,430 coming from U. S. A. and eight valued at \$21,395 from United Kingdom.

Wearing Apparel.  
Reaching a peak of \$650,544 in October, imports fell to \$619,509 in November. On the other hand, exports reached the highest level for the year at \$1,326,417.

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## EXTRALITY.

### WAICHIAOPU'S NOTES TO SIX POWERS.

Important Notes are to be addressed by the Ministry of Foreign Affairs to the British, American, French, Dutch, Norwegian and Brazilian Governments suggesting that the negotiations concerning the abolition of extraterritoriality should be resumed as quickly as possible, reports a telegram appearing in the Shanghai Chinese press.

While details are lacking, the telegram says that the Notes request the six Powers to resume their negotiations for a settlement of the extraterritoriality question without delay as a year has elapsed since the National Government declared the abolition of extraterritorial privileges, but no result has been obtained.

The Notes, it is said, will express the National Government's hope that the six Powers will conclude new treaties with China on a basis of equality and reciprocity, bearing always in mind China's sovereignty, and judicial independence.

## SAILOR DROWNED.

### TRAGEDY OF BANGKOK NAVAL VISIT.

Bangkok, Dec. 10. Able Seaman Wildred Vice, aged 22, belonging to Kent, was accidentally drowned after falling overboard from H.M.S. Petersfield to-day.

The news saddened the large company gathered at the Legation reception in honour of Sir Arthur and Lady Walstall.

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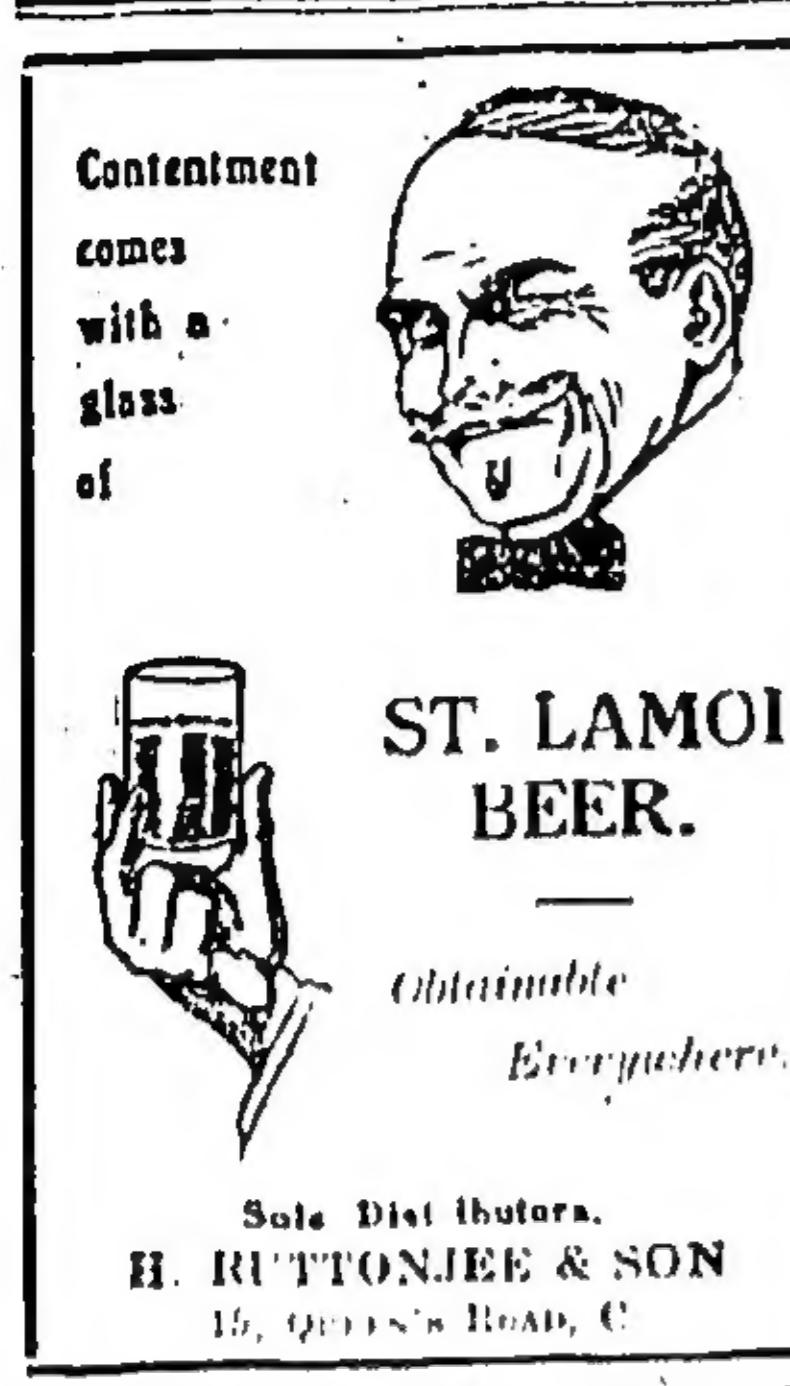
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25 WORDS ..... \$1.50,  
(\$2.00 If Not Prepaid.)  
The following replies have been received:—  
667, 671, 678, 683, 685, 691, 695,  
705, 709, 720, 722, 727, 729, 732,  
734, 737, 738.

## FOR SALE.

FOR SALE—AMERICAN CHEMICAL DIAMONDS are equal to real diamonds in all respects. Cut glass. Catalogue free. Apply to P. O. Box No. 300, Penang, Straits Settlements.



MRS. MOTONO.  
Massage.  
Hand and Electric  
31st Wyndham Street

New  
Victor  
Records  
FOR  
December

TSANG FOOK PIANO  
COMPANY.

8, Des Vœux Road, Central.  
(Entrance Ice House Street)  
Telephone C. 4648.



## New Advertisements.

## PENINSULA HOTEL.

Friday, 2nd January, 1931.

Patrons are notified that no dinner dance will be held at the above Hotel on Friday, 2nd January, 1931.

## THE HONGKONG &amp; SHANGHAI HOTELS, LTD.

## UNIVERSITY OF HONG KONG.

A meeting of graduates will be held in the Great Hall of the University at 5.15 p.m. on Wednesday, the 14th January, 1931. The purpose of the meeting over which the Hon. Foo Ping Sheung has consented to preside is to consider the creation of a Hongkong University Graduates' Association. The Vice Chancellor will be at home in the Great Hall from 4.15 to 5.15 p.m.

STANLEY V. BOXER,  
Acting Registrar.  
Hongkong, 23rd December, 1930.

## UNION WATER BOAT CO., LTD.

NOTICE is hereby given that the REGISTER OF MEMBERS of the Company will be closed from the 31st day of December, 1930, until the 6th day of January, 1931, inclusive, during which period no transfer of shares can be registered.

Dated this 23rd day of December, 1930.  
For Pro. DODWELL & CO., LTD.  
(Sd.) J. P. WARREN,  
Manager,  
General Manager.

## FREE!!!

Discounts to the Subscribers of the  
COMBINED BUYERS ASSOCIATION

Save your Annual Vacation Expenses.

## COMBINED BUYERS ASSOCIATION

9th Floor, Exchange Building,  
Hongkong.

Dear Sirs,  
Please forward to me without any obligation on my part, full particulars of your association.

Name .....  
Date .....  
Address .....



A BROKEN DOWN SYSTEM. This is a condition for which to doctors the meaning is not always clearly understood. It is always weakness, a breakdown of the vital force that sustain the system. Now, when it is to be understood (almost nameless), its symptoms are much the same as the most prevalent being sleeplessness, loss of appetite, loss of weight, loss of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential is that the condition is not a mere physical weakness and anxiety to throw off these morbid feelings, and as right exceeds the day. During the last two terms two Soviet films, "Mother" and "Storm over Asia," have been exhibited at Oxford under semi-public conditions; these performances have been under the auspices of a body of foreign students. The new film society, on the other hand, is to have as one of its first aims the presentation of British films of artistic value.

## Lammert's Auctions.

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Monday,  
the 29th December, 1930,

commencing at 11 a.m.  
at the Timber Yard of the  
Hongkong & Kowloon Wharf  
& Godown Co., Ltd. Kowloon.

(near Godown No. 30)

(for account of the concerned)

514 Bales Gummies  
all more or less damaged by  
sea-water.

Terms:—Cash on Delivery.

LAMMERT BROS.  
Auctioneers.

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Tuesday,  
the 30th December, 1930;

commencing at 10.30 a.m.  
at No. 40, Humphrey's Building,  
Kowloon.

A Quantity of Valuable Household  
Furniture.

On View from Monday,  
the 29th December, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.  
Auctioneers.

## CHURCH NOTICES.

The First Sunday After  
Christmas.

## LOCAL SERVICES.

First Church of Christ Scientist,  
Macdonnell Road, below Bowen  
Road Tram Station. Sunday  
Service, 11.15 a.m. Subject  
"Christian Science." The Sunday  
School is held on Sunday Morn-  
ings, at 10 o'clock. Wednesday  
Evening Meeting at 5.30 p.m.  
Reading Room at above address  
open Tuesday and Friday, 10  
Thursday, 5.30 to 7 p.m. The  
Public is cordially invited to  
attend the service and visit the  
Reading Room. Branch of The  
Mother Church. The First  
Church of Christ Scientist, Jr.  
Boston, Mass., U.S.A.

Union Church, Kennedy Road,  
Hongkong. Morning Worship,  
11 o'clock. Evening Worship, 6  
o'clock. Sunday School, Kennedy  
Road, 10 a.m. Taikoo 3 p.m.  
Social Hour, 7 p.m. Preacher:  
Rev. E. G. Powell.

## METALS

of all kinds especially for  
ship-building and engineering  
work. Complete stock. Best  
Terms, Immediate delivery.

SINGON & CO.,  
ESTABLISHED A.D. 1930.  
Telephone: 20515.  
HING LUNG ST.

CREDIT FONCIER D'EXTREME-  
ORIENT.

Mortgage Bank & Estate Agents.  
"PEAK MANSIONS"

Prince Edward Road,  
Kowloon  
Detached and Semi-detached  
villas. Modern construction  
with garage.

"Cambay Buildings"  
Flats with modern conveniences

## COUNT THE

## "TELEGRAPHES"

and then let us plan  
your 1931  
Advertising Campaign

## CHILDREN'S XMAS PARTY

## Fancy Dress

3.30 p.m.—6.00 p.m.

For Children up to 12 years of age

Admission 50 cents each,

and

## YOUNG FOLKS' CARNIVAL DANCE

## Fancy Dress

6.00 p.m.—9.30 p.m.

Admission \$1.00 each.

## PENINSULA HOTEL

## FRIDAY, JANUARY 2, 1931.

Under the auspices of the British Schools, Hongkong. On purchasing tickets, name of present or past school must be given.

Tickets will be on sale at the Peninsula and  
Hongkong Hotels  
from December 24, 1930.

THE HONGKONG & SHANGHAI HOTELS, LTD.

## THE ASIA COAL &amp; BRIQUETTING CO., LTD.

Manufacturers of Coal Ovoids or briquettes under the trade name of "Gokets."

A high grade fuel for Bunkers, factories and household. A ton of "Gokets" does the work of 1 1/4 tons of ordinary lump coal—a great saving in dollars and cents. Satisfactory service guaranteed. Less work in firing, steam raising and in ash removal.

Special prices quoted for bunkers and factories upon application

Ask for samples immediately.

## RULING CASH RETAIL PRICES

## FOR HOUSEHOLD:

Hongkong:—\$19.00 per ton ex godown. Delivery charges extra.

Kowloon:—\$19.00 per ton delivered.

For full particulars about delivery charges, please apply to the

Company's Office, China Building, 2nd floor.

The word "COKETS" has been altered to read "GOKETS."

## WANTED AT ONCE

MEN'S AND BOY'S CLOTHING,  
SHOES, HATS, ETC.,

will be very gratefully received by the

## HONGKONG BENEVOLENT SOCIETY

at its Room at the

## CITY HALL.

on Mondays and Thursdays

from 10.30 a.m. to 12.00 noon.

Send us your old clothes.

## FOR St. GEORGE'S BALL

We have received a consignment of—

## BEAUTIFUL EVENING GOWNS

and

## EVENING WRAPS.

## FELIX HAT SHOP

YORK BUILDING. NEXT MOUTRIE'S.

## MOST UP-TO-DATE APPLIANCES

## PERMANENT WAVING

## HIGHLY SKILLED OPERATORS.

## TESTER BEAUTY PARLOUR.

Side Entrance ..... Ground Floor.

Men's Dept.—Open till 7 p.m. and on Sunday mornings.

KAYAMALLY BUILDING. Telephone 22103.

FILM SOCIETY FOR  
OXFORD.

## SUNDAY PERFORMANCES.

Oxford, Nov. 30.

A film society has been formed with permission of the University authorities; and in the near future a series of private Sunday performances will be given in an Oxford cinema.

The decision of the authorities to sanction this body is of interest in view of the fact that only a short time ago they banned the formation of a similar organisation. The newly-formed body has, it is understood, considerable backing amongst senior members of the University.

During the last two terms two Soviet films, "Mother" and "Storm over Asia," have been exhibited at Oxford under semi-public conditions; these performances have been under the auspices of a body of foreign students. The new film society, on the other hand, is to have as one of its first aims the presentation of British films of artistic value.

"I think that the excellent films which have been prepared by the Empire Marketing Board ought to be among those shown," Mr. An-

## POST OFFICE NOTICE.

## CHRISTMAS HOLIDAYS.

On Thursday, the 26th December, Friday, the 27th December and Saturday, the 28th December the General Post Office and Branch Post Offices will be open as follows:

Thursday ..... 8 a.m.—noon 8 a.m.—9 a.m.  
Kowloon Post Office ..... 8 a.m.—9 a.m. 8 a.m.—9 a.m.  
Other Branch P. Offices ..... 8 a.m.—9 a.m. 8 a.m.—9 a.m.

There will be one collection from the pillar boxes and one delivery of ordinary correspondence each day as on Sundays and one delivery of registered correspondence each day at 9 a.m.

The Money Order Office will be entirely closed during the Holidays.

## RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Christmas and New Year greetings are now accepted by Government Radio Office for transmission via Radio. Full particulars on application.

## INWARD MAILS.

From ..... To ..... Due.

U. S. A., Honolulu, Japan and  
Shanghai (San Francisco 28th  
Nov.) ..... Pres. Adams ..... December 27.  
Shanghai and Swatow ..... St. Charles ..... December 27.  
Manila ..... Pres. Lincoln ..... December 28.  
Amoy ..... Tjilboet ..... December 28.  
Europe via Nogentpat (papers only  
London 27th November) ..... Kashima Maru ..... December 28.  
London (Parcels 20th November) ..... Straits ..... Helenus ..... December 28.  
Java ..... Tjibean ..... December 28.  
Japan ..... Tjibina ..... December 29.  
Japan ..... Montevideo Maru ..... December 29.

U. S. A., Honolulu, Japan and  
Shanghai (San Francisco 5th December).

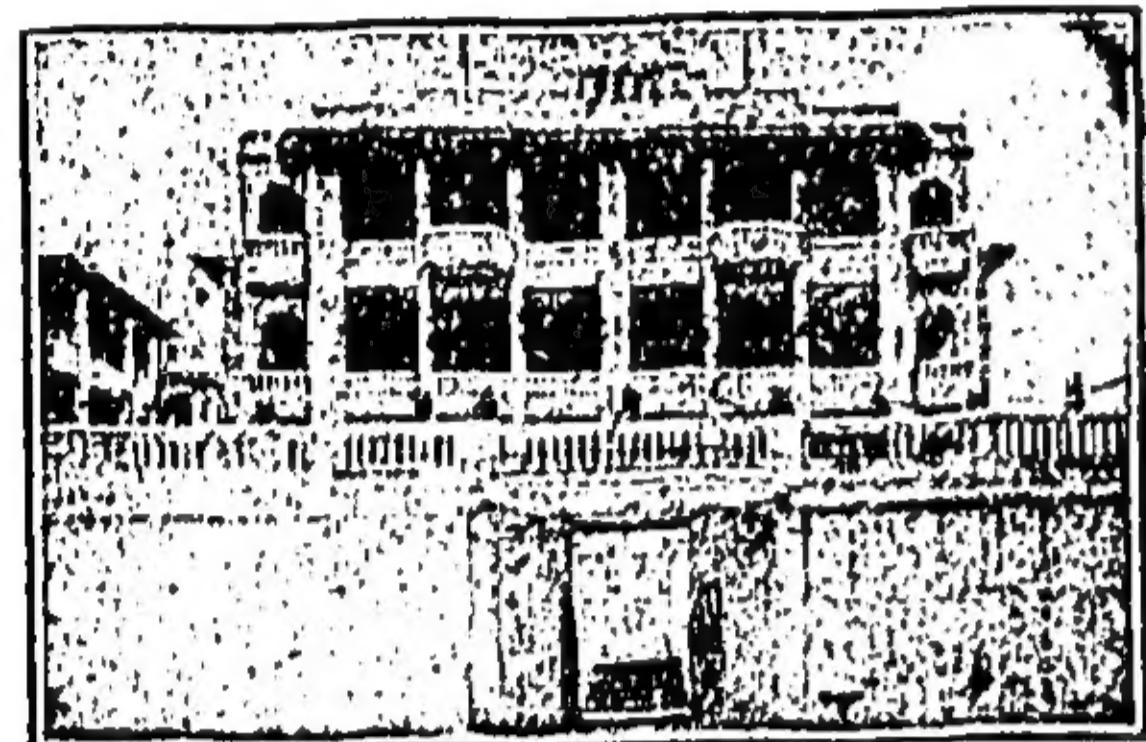
Canada, U.S.A., Honolulu, Japan  
and Shanghai (Vancouver B.C.  
6th December) ..... Emps. of Russia ..... December 29.  
Java and Manila ..... Tjilembang ..... December 31.  
Australia and Manila ..... Nellora ..... January 3, 1931.  
Canada, U.S.A., Honolulu, Japan and  
Shanghai (Vancouver B.C. 20th  
December) ..... Emp. of Japan ..... January 9.

OUTWARD MAILS.

*Rolande Saurault*

Paris Bags and Novelties at Special Prices  
FOR NEW YEAR  
Pedder Building (Third floor). (Above Thos. Cook & Son).  
Phone 22252.

**The Anderson Music Co., Ltd.**  
St. Georges Building.  
ICE HOUSE ST. Tel. 2122.

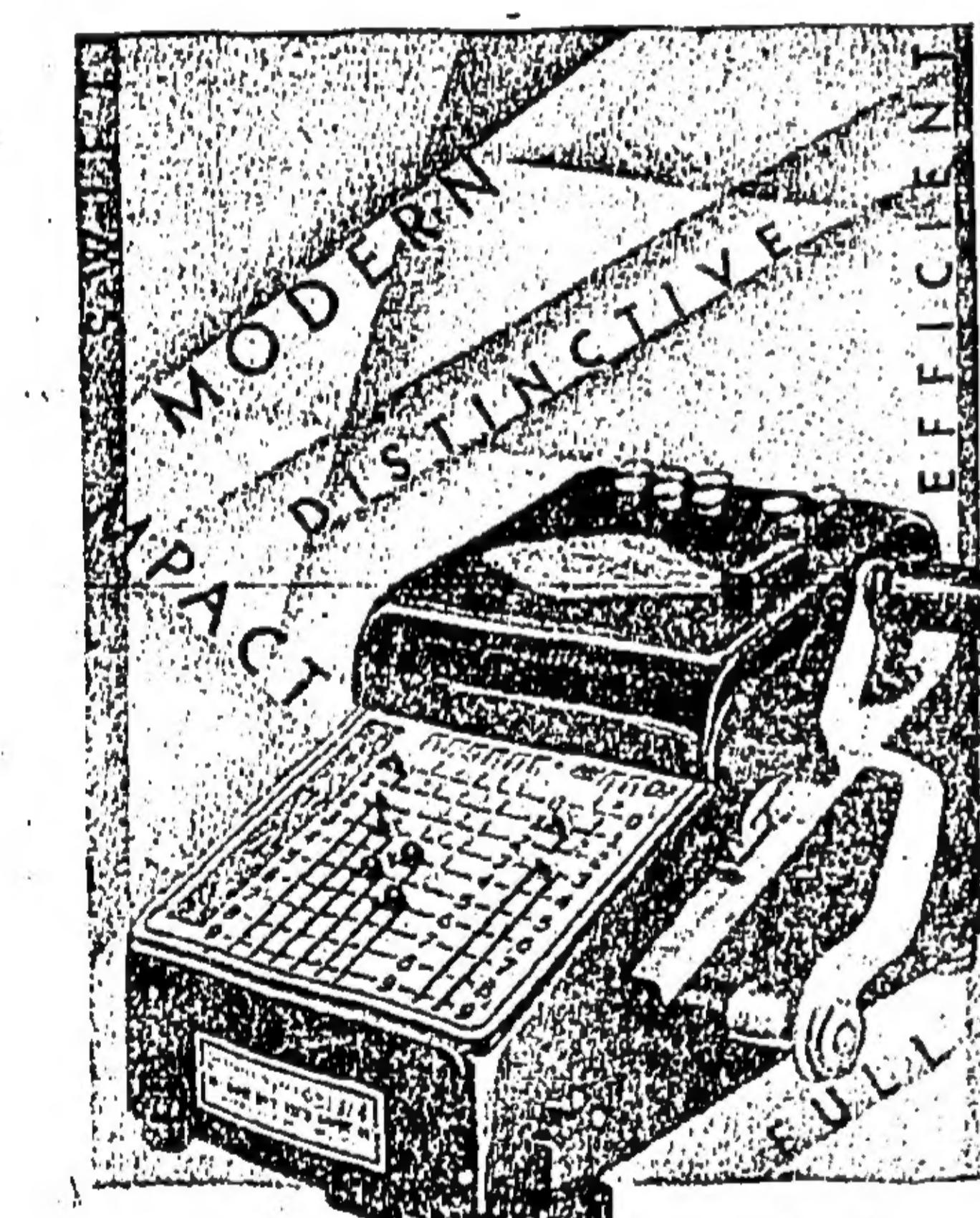


**CLAREMONT HOTEL**  
Austin Road, Kowloon.

(Near the Kowloon Cricket Club. Four minutes from ferry by bus).  
Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.  
Terms very moderate.

**EXCLUSIVE TABLE**  
entirely under European management.  
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.

**CLAREMONT HOTEL**  
Telephone: 57380. Telegraphic Address: "Fern" Hong Kong.



**THE FINEST  
SAFE GUARD CHECK  
WRITER EVER BUILT**  
DODWELL & CO., LTD.  
Sole Agents.

**NEW YEAR  
GIFT GIVING**

PRACTICAL and DAINTY

**GIFTS**

AT THE

**PHARMACY**

A. B. C. Building, Tel. 20845.

## WOMEN'S WORLD FOR OUR LADY READERS.

### YOUR CHILDREN.

[By Olive Roberts Barton.]

"He's learning to walk and he is into everything."

Of course. That is nature's way because the period between his first and third birthday is the period of discovery.

A child begins to handle objects, hunts for new places, seeks new experiences.

The following table will probably interest the mother of baby over one year of age or that mother with a younger baby approaching this interesting period.

Most children learn to walk between 12 and 18 months. Some, however, are more deliberate and wait until they are older. Soon after walking a child learns to sit down on a chair.

In the meantime let us see what else he is likely to do:

#### Begins to Imitate.

At 14 months he may be able to put a spoon awkwardly into his mouth. He learns to carry objects if he is walking. He may be able to say single words that means an entire sentence, showing the development of thought. He begins to show an interest in pictures and may recognize photographs of his sisters, brothers and parents.

At 15 months he learns comparison, noticing difference in sizes of similar objects. He learns new plays and begins to imitate.

By 18 months, or even younger, he usually can push or pull wheeled toys about. He may be able to drink from a glass holding it himself, can eat much better with a spoon than at first, and can control his motor nerves and muscles to the extent of being able to dance (keep regular time with his feet) to music.

At this age he can often find a

### A Very Quaint Day-Dress.



Of Tudor inspiration is the engaging day-dress comprising a nigger-brown satin bodice with yellow lace collar, and a burnt-orange crepe de chine skirt. The bodice is pliably charming in its front facing, flared basque, and tight-fitting sleeves; and the skirt, falling in straight, full folds from the waistline, is as graceful as a skirt can be.

### ENTERTAINING.

#### Made Much Easier at "Home."

Economy is said to be responsible for the popularity in Paris of the continuous party, which has also been tried in London, where one given recently lasted over a whole week-end.

Instead of giving a series of dinner parties, a hostess provides only buffet refreshments of the sandwich order, and appropriate drinks, and the guests come when they can, wearing tweed clothes or evening dress.

This method of entertaining has brought about many a jolly gathering of friends, and its informality is almost sure to recommend it to many to whom the trouble and worry of entertaining in more formal style is a more serious matter than the expense.

In these days of scarcity of maids, many a woman who is naturally most hospitable would welcome any plan which would make entertaining easier.

A baby in his second year (between first and second birthdays) will play with all sorts of objects about the house as enjoyably as he does with his own toys.

His toys should provide activity and interest but must be safe and simple. His great urge is to explore the house and touch everything in it.

### A Smart Gown.



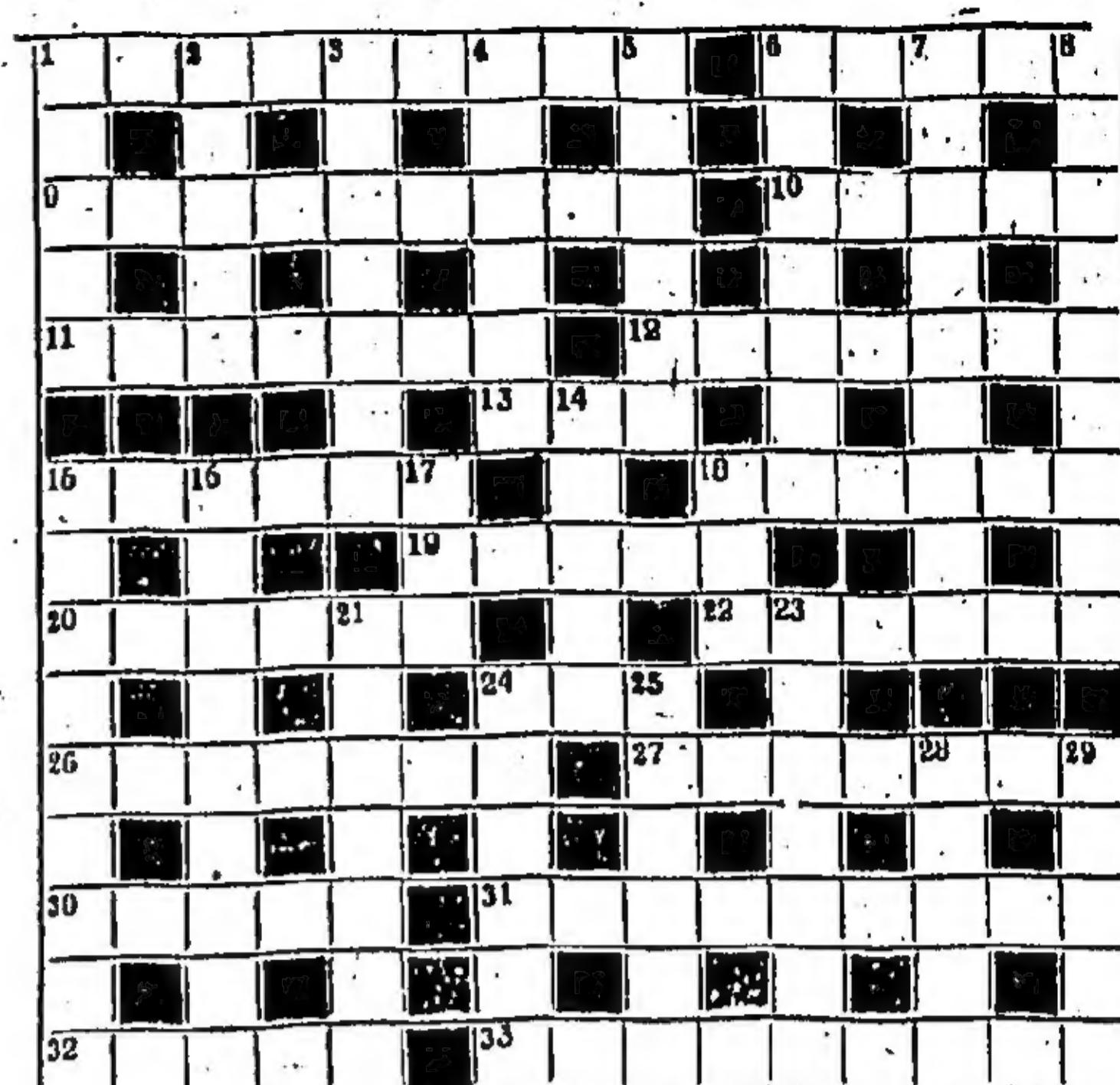
A very elegant dinner-dress, with coatee-to match, is materialized in amber-coloured georgette, trimmed with flat bands and bows of self material sewn with small amber beads.

### FRECKLES AND HIS FRIENDS



By Blosser

### OUR BRITISH CROSSWORDS.



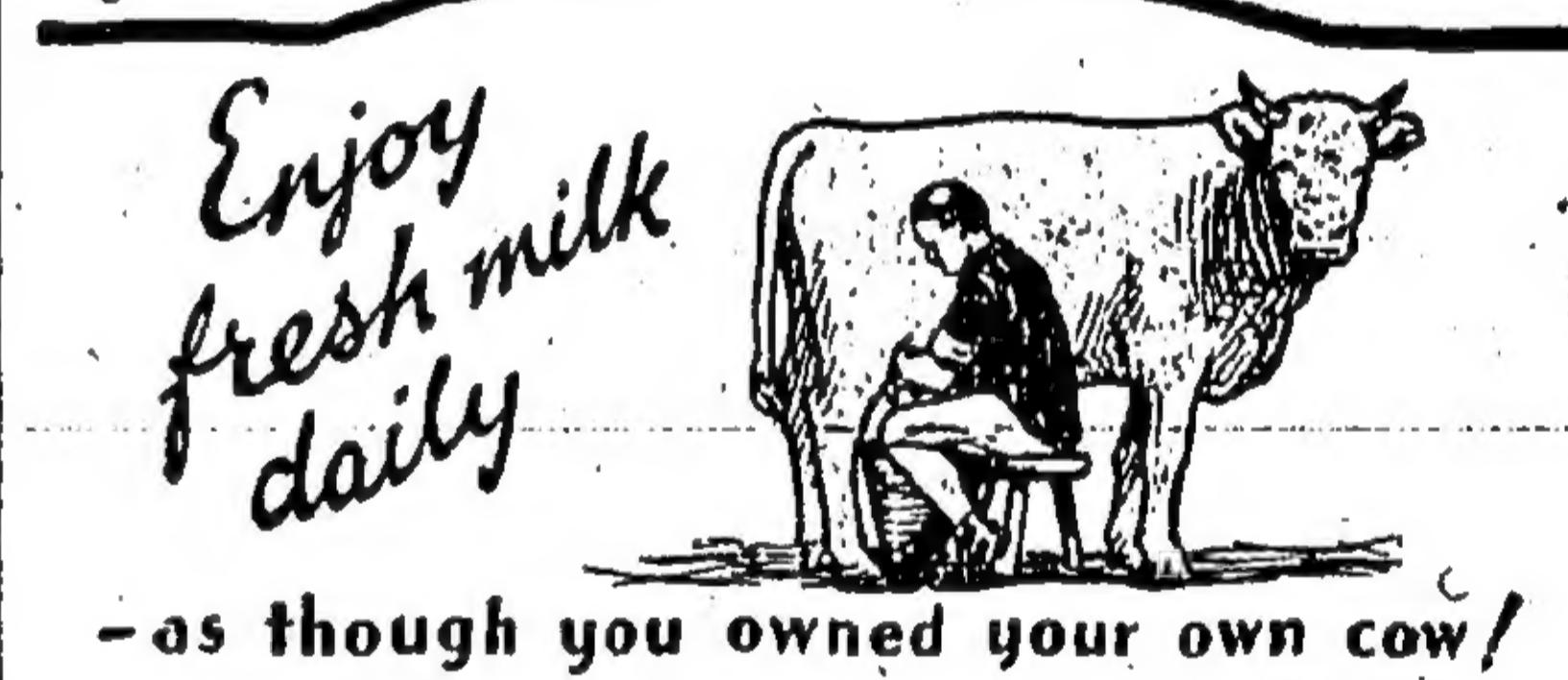
#### Across

- "Gross rug" (anag.).
- Pearls' mother.
- A craftsman who sounds arty.
- Luggage would often be insecure without this.
- Now is the second part of the first part production—there's the rub!
- Names a group of islands in the West Indies.
- In company with a Knight, this Oriental dignitary sounds like Twenty-four hours.
- These are tip-top.
- Good advice to those who would succeed.
- Eskimo boat.
- What kind of boat might one expect to find in a stable-yard?
- Small money in a tailor's waistcoat.
- Nearly always, used in making beer.
- Written (two words).
- "Bob a cat" (anag.).
- An ancestor of William the Conqueror.
- The goal of the ambitious curate.
- Quite a number in front of a cave are burdened.
- The way in which those referred to in 18 across must work.

#### Down

- Sudden fear.
- The entire inner portion of these doors has been eaten.
- Picture framers and gardeners do this.
- "Would ye learn the spell? — a mother sat there; and a — thing is that old arm-chair" (Eliza Cook, "The Old Arm-chair").
- I give this clue, only very occasionally.

Yesterdays Solution  
PESTERING, BEEF  
CIGARETTE, FELLOE  
BESSEMER, CECOPRE  
GRATE, REGAL RET  
VIXENS, ADAMANT  
WAGERS, THE OWN OWN  
EXEB, ETC, THE USE  
ONDOLACK, BAMSIN  
NEED OF, OCEAN, T  
OTHERS, LOURIS  
REFUGET, RETOUR  
ARMOUR, C, WAPPE  
NIGHT, INNUENDO  
CLAUDIA, AND, DU  
HOUSE, PLAYMATES



"Bear Brand" Swiss Milk is FRESH cow's milk derived from herds that graze on the rich green pastures of Switzerland. It is sealed in air-tight tins and then sterilized, which makes it germ-free and guarantees its keeping properties.

It thus reaches you in a perfectly pure and fresh state and will remain so until the tin is opened. Thus by buying "Bear Brand" you can obtain a regular daily supply of pure, fresh milk—as though you owned your own cow. Try a tin today!

**Bear Brand**  
NATURAL  
SWISS MILK



**ALL**  
go to  
**WATSON'S**  
for New Year Presents  
Where everything is  
**Absolutely Exclusive**  
Elegant, Chic and Useful at most reasonable prices.  
**GIFTS** that will **DELIGHT** the recipient. Please and satisfy the giver.

**A. S. WATSON CO., LTD.**  
Alexandra Buildings.

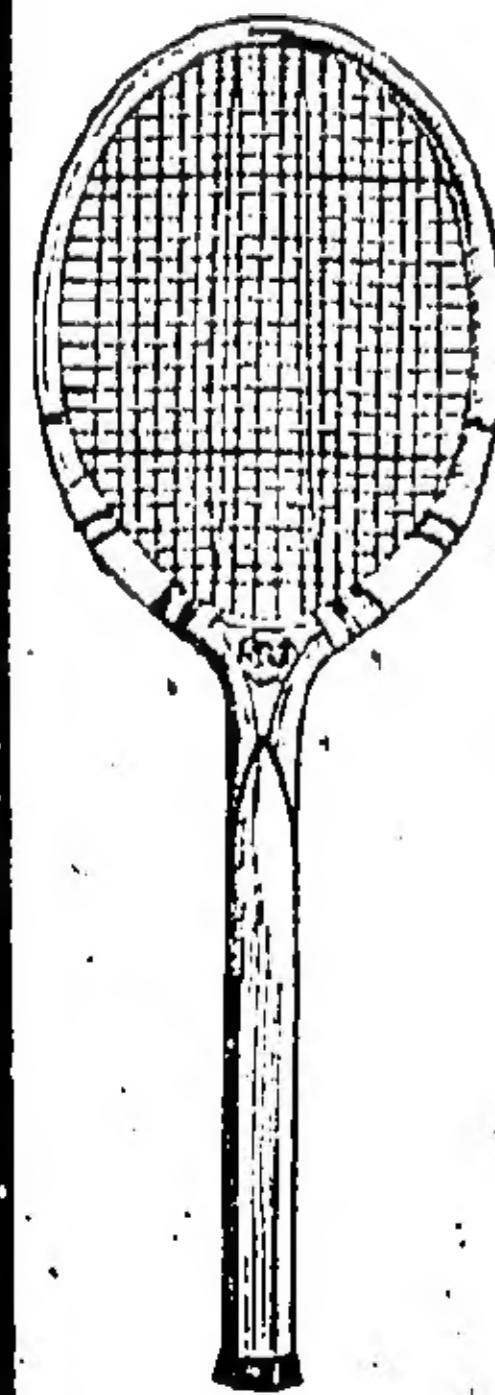
**One resolution that will be easy to keep**

When you've decided to have the best music in your home during 1931, you'll find no difficulty in carrying out your resolution—with an orthophonic Victrola. For this almost-human instrument interprets each new selection with a realism of tone and volume that is truly astonishing. You play it over and over again, with new interest on each hearing. Come in and let us help you make a selection—we have a large variety of attractive models in stock.

**S. MOUTRIE & CO., LTD.**  
(Victor Distributors)

Chater Road.

**TENNIS**



**RACKETS**

FOR HARD WEAR  
IN THE TROPICS

MADE BY

**A. G. SPALDING  
& BROS.**

**F. A. DAVIS**

**W. H. JAMES.**

&

**SLAZENGERS.**

Prices from

**\$15 to \$45**

THE NEW PATENT PROCESS  
**DUNLOP**  
TENNIS BALLS  
NEW STOCKS JUST ARRIVED

SPORTS DEPARTMENT

**Lane, Crawford, Ltd.**

**MOTOR  
BARGAINS**

MINERVA ALL WEATHER  
TOURING CAR 1924 MODEL  
IN GOOD RUNNING ORDER

PRICE \$300.

MORRIS-OXFORD 1930  
MODEL, NEW 6 cyl. 16 h.p.  
5 pas. TOURING CAR UP-  
HOLSTERY slightly soiled

PRICE \$4,125.

STUDEBAKER SIX, NEW 6  
cyl. 25 h.p. 5 pas. REGAL  
SEDAN 1930 MODEL In  
Perfect Condition

PRICE \$4,195.

**THE HONGKONG HOTEL  
GARAGE.**

The Hongkong & Shanghai Hotel, Ltd.  
incorporated in Hongkong.  
23, Queen's Road C. and Stubbs Road.

**MARRIAGE.**

Statt Karten:  
Lorenz Svendsen  
Maria Svendsen geb. Dellinger  
Vermachite  
Hongkong, 27th, December, 1930.

**BIRTHS.**

LOWICK.—On December 26th, at  
the Victoria Hospital, to Mr.  
and Mrs. H. C. Lowick, a  
daughter.

FORREST.—At the Country Hos-  
pital, on December 21, to Mr.  
and Mrs. F. J. Forrest, a  
son.

MACGREGOR.—On December 21,  
1930, at Country Hospital,  
Shanghai, to Mr. and Mrs.  
Norman MacGregor of Cinnamara, Assam, a son.

The  
**Hongkong Telegraph.**

SATURDAY, DEC. 27, 1930.

**THE LIKIN FARCE.**

If there were the least prospect of the abolition of likin becoming effective as from January 1st, the date selected by the Nanking Government, foreign merchants would be quite prepared to reconcile themselves to the new Excise Duties which are to come into force on the same date. Foreign goods which come under the classification of the special tax now decided on are to pay the Excise Duty in addition to the regular Import Duty, but Nanking gives an assurance that no other form of tax will be collected. This, however, is too good to be true. If we take the case of Kwangtung, we find the provincial authorities jibbing against the Nanking instructions for the abolition of likin. To make up for the loss of revenue under this head, the Central Government has decided to grant Kwangtung a monthly payment of \$250,000, but Canton has now asked that this sum be doubled; otherwise there will be a shortage of \$800,000 monthly. "Therefore," says a Canton newspaper, "whether or not likin can be abolished at the scheduled date depends upon the reply of the Central Government." If that is the attitude of Kwangtung, we may depend upon it that it reflects also the frame of mind of the officials of other provinces. The point which obtrudes is that the provincial authorities are seemingly all-powerful in this matter, and that they can either ignore or respect the orders of the Central Government just as it suits their convenience. Evidently, what the provinces realize is that if likin and all other irregular taxes are actually abolished and the Customs revenues go to Nanking, they stand

to be the losers—their opportunities for "squeeze" will automatically disappear.

It is pertinent to recall that when China pressed for Customs autonomy, the Powers were strong in their representations that simultaneously with the grant of this right there should be a complete abolition of all other forms of imposts on imported goods. In 1928, when the issue was so much to the fore, the British Minister reminded Nanking of the announcement made in the previous year that, as soon as possible, the necessary steps would be taken effectively to abolish likin, Native Customs dues, coast trade duties and all other taxes on imports, whether levied in transit or on arrival at destination, and he asked for an assurance that goods having once paid the Customs Duties should be freed, as soon as possible, from any imposts of the nature specified. This assurance was given without qualification of any kind. If we revert to the announcement of policy to which Sir Miles Lampson was referring, we find Nanking definitely stating by proclamation that "once imported goods have paid the prescribed new duties at the port of entry, they will be freed from all further likin tax and other internal transit duties." Moreover, it was further emphasised that the National Government "is profoundly convinced that unless the obnoxious system of likin and duties of a like nature be totally abolished, the economic development of the nation cannot be realised."

Yet to-day the position is that whilst tariff autonomy has been granted and additional duties are about to be imposed, likin and all the thousand and one other irregular levies continue as before. What is of more serious concern is that there is no indication that they are likely to disappear, either. China to-day is absolutely honeycombed with taxes of every conceivable kind, practically none of the proceeds of which ever reach the Central Government. This fact is responsible not only for an illegal obstruction to foreign trade, but it is absolutely killing Chinese industry. Assuredly there can be no sound economic development or expansion in China until this curse is removed. Unhappily, by instituting new duties and at the same time not attempting to insist on the provinces obeying its orders, the Nanking Government is only aggravating the situation. The policy is utterly suicidal. But seemingly the demands for money and yet more money must be met, whatever the cost and whoever the sufferers may be.

A Rickshaw Problem.

Shanghai's splendid response to the North China Daily News Rickshaman's Christmas Fund, which again finds sufficient left over from Christmas trents to finance the Rickshaw Mission for another year, offers not too agreeable food for reflection by residents of Hongkong, where nothing is done for these people, or their colleagues in the lowest ranks of unskilled labour, the chair coolies. Whether or not Hongkong should follow Shanghai's example and organise for the amelioration of their lot, by "private enterprise" is, however, another matter. In our view, it is a problem which should be tackled by the Government, and which is not very difficult of solution. The Mission in Shanghai provides refuges where the coolie can obtain warmth in cold weather, instead of sitting round becoming chilled to the marrow after a sudden change from brisk exercise to idleness. A similar organisation in Hongkong would not prove excessively expensive. Their again considerations of humanity would seem to suggest that the Government might make it its duty to see that men who must, owing to economic conditions, make their living by acting as beasts of burden to fellow human beings, are not exploited as well, as they undoubtedly are under the existing farming system. It is computed that, on an average,

HE WHO IS NEVER SATISFIED CAN  
GIVE NO SATISFACTION TO OTHERS.—  
Duke de Lévis.

**DAY BY DAY**

THE FUTURE OF SPEED.

Mechanical Forms That May Become Obsolete.

By JAMES DECIE.

Special exhibition dances will be added to the New Year's Eve dinner dance attractions at the Hotel Cecil.

It was inadvertently announced in our yesterday's issue, that Messrs. Whiteway, Laidlaw & Co., Ltd., would remain open until 6.30 p.m. to-day. The closing hour will, of course, be 1 p.m. as usual on Saturdays.

Owing to bad weather conditions, the Avro-Avian light aeroplane belonging to the Far East Aviation Co. which was recently flown to Shanghai from Hongkong, via Amoy, by Flying Officer A. V. Harvey did not leave for Nanking on Saturday. It was to depart on Sunday or Monday.

The condition of Sergeant J. J. Post of the Traffic Department of the Police Force, who was seriously injured in a motor mishap on Christmas Day, shows a slight improvement. According to information this morning he was semi-conscious, although still in a critical condition.

Passengers who left by Hakusan Maru for Europe and west ports yesterday included Mrs. E. V. Palmer, Miss N. Fletcher, Prof. E. K. Tratman, Mr. S. Kudo, Mr. and Mrs. Wright, Mr. P. Gasille, Mr. L. M. Gasille, Mr. V. P. Safford, Mrs. Fern Hunt, Mr. Willy Rieser, Mr. B. G. Olsen and Miss Mary.

A Chinese woman, Cheng Fung-chun, was charged before Mr. Butters, at the Kowloon Magistrate this morning, with having caused grievous bodily injury to her husband, Tung Yick, by assaulting him with a chopper on the head and face in 335, Laichikok Road last night. On the application made by a police officer, the accused was remanded till Monday, as the injured man is still in hospital.

rickshaw-pulling in all weathers shortens expectation of life by ten years. That a capitalist in the form of a farmer should be permitted to make much more than a comfortable living out of their sacrifices is pretty monstrous in this year of grace, and looking at it from every angle, we can see only one satisfactory solution, the coolie should own his own rickshaw. He buys it now every six months or so, though his ownership is not recognised. Some means should be devised of allowing him to keep the fruits of his hard labour, and we do not see any grave difficulty in the way. The Government could manage it readily enough if they so desired by the simple expedient of purchasing the rickshas at their face value, becoming farmers themselves until the coolies by daily payments had purchased the vehicles and paid a reasonable amount of interest on the capital. A form of compulsory insurance would enable the coolies to replace decrepit rickshas every four or five years.

A Rickshaw Problem.

The car that breaks Sir Henry's record will possibly cost even more, and it may be less than five miles an hour speedier. Who pays for these experiments? The public, eventually. When the cost of speed gets too high they will prefer not to go any faster at that cost.

Eventually some genius will discover a new and inexpensive method of achieving even greater speed.

Possibly rocket cars and rocket aeroplanes, now in the primary experimental stages, will inaugurate the next era of speed.

Rockets introduce a new, yet very old, feature of propulsion. They are independent of a medium. Ordinary aeroplanes depend upon the ability of the airocrew to push air backwards, just as ships' screws push water backwards.

The ordinary aeroplane would be unable to fly in attitudes where there is no air. Not so the rocket-driven plane. In regions of vacuum its speed would increase immeasurably in the absence of any air resistance. It may well be that the rocket-driven aeroplane will become the world's speediest form of transport.

Precious Time.

Will the present craze for speed



No Cover Charge.

The manufacturers of a famous type of racing car have recently announced that they propose retiring from motor racing because they feel that, at the moment, there is little further to learn from speed contests.

Translated, this means that the few extra miles an hour which their experts might achieve by further competition work would not be worth the heavy cost.

Reading between the lines, it would seem that car speed has now reached the limit of usefulness. The same is almost true of the aeroplane, as we now know it. With petrol as fuel, the aeroplane is not a commercial proposition at speeds of more than 100 miles an hour.

Schneller Cup speeds are attained by machines quite incapable of carrying either passenger or cargo. All available storage space is used for fuel, and the engines drink petrol so rapidly that the flying range is very small.

Trans-Atlantic fliers are so handicapped by lack of fuel storage that they usually finish the flight with a bare sufficiency of petrol.

In ocean travel the limit of useful speed has not yet been reached. For many years the Mauretania held the record for the Atlantic crossing.

Some time ago the Bremer shattered the record on her first voyage, and her sister ship, the Europa, broke it again with a still faster time. Even so, the Europa travelled at less than forty miles an hour, whereas motorboat speeds run up to 100 miles an hour.

Ocean Journeys.

The next few decades will see a great increase in liner speed. Not only are the different nations competing; liners are also in competition with airships.

When ocean travel reaches its speed limit a deadlock will result in all branches of travel. Passengers will pay higher fare for speedier passages up to a certain point, but they will not bear the cost of the heavy expenses necessary to gain the extra few miles an hour at the top of the scale.

The late Sir Henry Segrave's record-breaking car cost \$50,000.

The car that breaks Sir Henry's record will possibly cost even more, and it may be less than five miles an hour speedier. Who pays for these experiments? The public, eventually. When the cost of speed gets too high they will prefer not to go any faster at that cost.

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Precious Time.

Will the present craze for speed

last? While the population of the world continues to increase and to congregate in cities, the urge for more speed will become even more pressing. We are only just beginning to realize the truth of the old saying, "Time is money."

Practically everybody is affected by speed. The clerk travelling to his daily work is wasting time which might be spent more usefully. The farmer getting his crops to market loses money for every hour of delay. The international business man on his way to another country chafes because his time is being spent unprofitably.

Every civilised person who works for a living is adversely affected by slowness of travel. Only those whose circumstances render them entirely self-supporting remain absolutely unaffected by speed.

As civilisation is shaping at the moment more and more speed will be essential, and where there is a sufficient demand there will always be a supply. The world is approaching an age of super-speed. Beyond that it is impossible to see. One can only suggest that there must be a limit to everything, and when the limit of speed has been reached there will arise some new principal, possibly on the psychological side of human affairs, that will render mere mechanised speed as obsolete as the dodo.

**FUN AMONG  
SAVAGES.**

Wonder at the White Man's Clothes.

European clothes are the occasion of much surprise and admiration to the arily clad savage who is unaccustomed to the white man's queer ways of covering himself up. Some of the recorded first impressions of this kind are very amusing.

The islanders of Hawaii, to whom the arrival of Captain Cook in his wonderful ship was like a bolt from the blue, described his crew and their unheeded clothes as follows: "The men had loose skins, and there were openings in their sides for their belongings—openings which went far into their bodies; into these they thrust their hands, and they drew out knives, beads, cloth, nails, and all sorts of other things."

Here wonder is supreme; but sometimes the first encounter is actually terrifying. One of the early missionaries in New Guinea related that when he touched at a hitherto unvisited part of the coast the first person to go ashore was a native teacher, who happened to be wearing a bright red checked flannel shirt. The crowd at the landing-place fled in terror, but afterwards gained courage and came back one by one, explaining to the teacher that they had taken fright at his extraordinary red skin from his hands.

Chalmers, during his travels in New Guinea, landed, he says, and soon had an admiring crowd round him. He was dressed in white, with black leather boots. Some natives, more daring than others, would come up, touch my shirt and trousers, bite their fingers, and run away. Again and again this was done by the bold ones, who always eyed my boots. At last, after consultation, one old woman mustered courage, came up, and touched my trousers, and finally my boots. She was trembling all over, but—horror of horrors!—to add to her fear, I lifted my foot and pulled my boot off. She screamed and ran, and did not stop before she was quite out of sight."

There may be a bit of magic, too, about the white man's clothes. Amongst the Zulus certain early missionaries established reputations as rainmakers by putting on dark-coloured thick cloths for comfort when raw, rainy winds began to blow. As plentiful showers usually followed, it seemed clear, by native logic, that the sombre garments were donned by the white wizards in order to induce the skies to darken with rainclouds.

Native Taste.

Once the savage has got used to the sight and feel of European clothing, admiration and envy usually take the place of fear and suspicion. But native taste is

(Continued on Page 7)

**STUDEBAKER**  
"SIX" 70-horsepower  
114-inch wheelbase



Studebaker-built to the same champion standards which have won the greatest World and International records for Studebaker, this new Studebaker Six offers brilliant performance.

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# Hongkong Telegraph

## Pictorial Supplement

December 27th, 1930.

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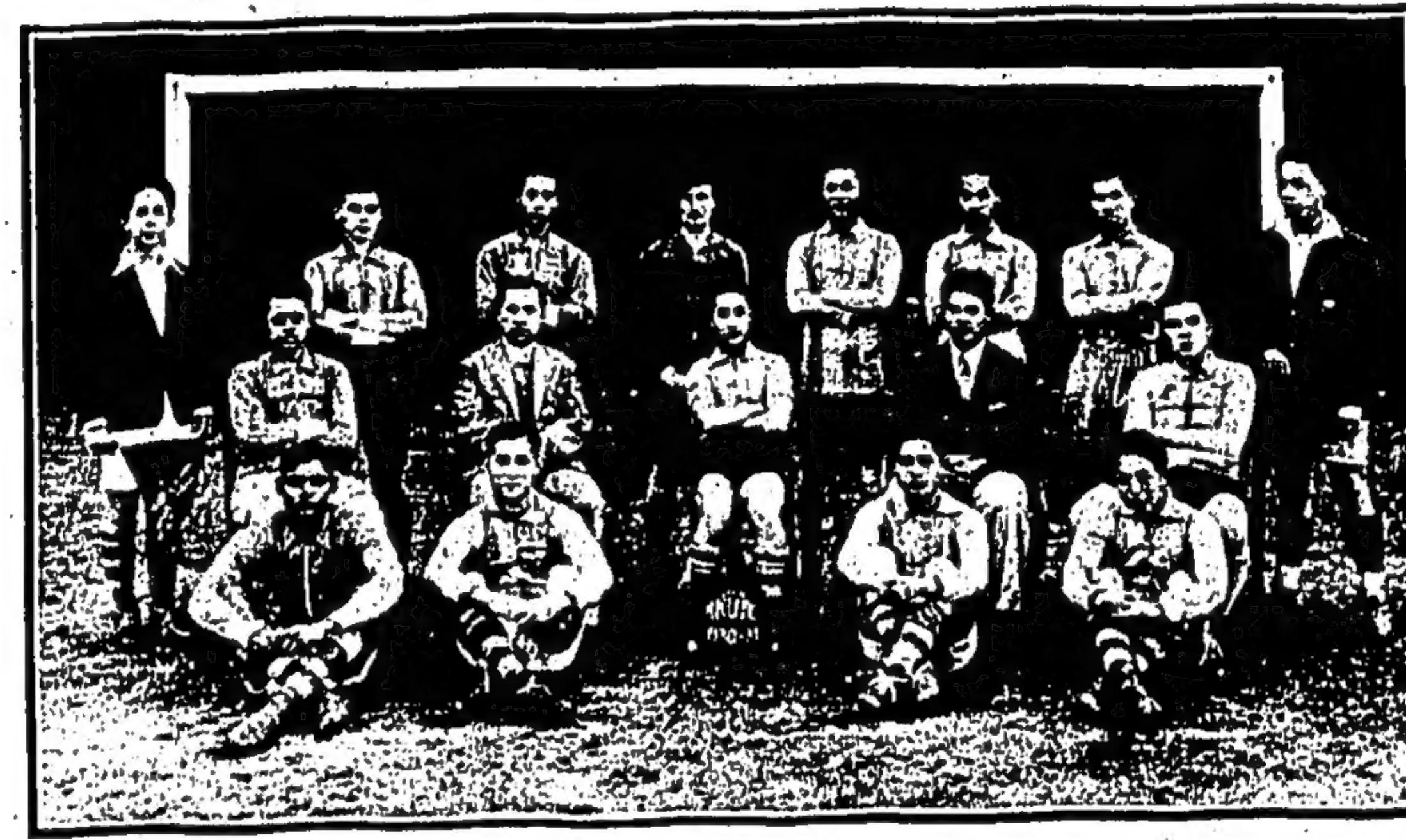
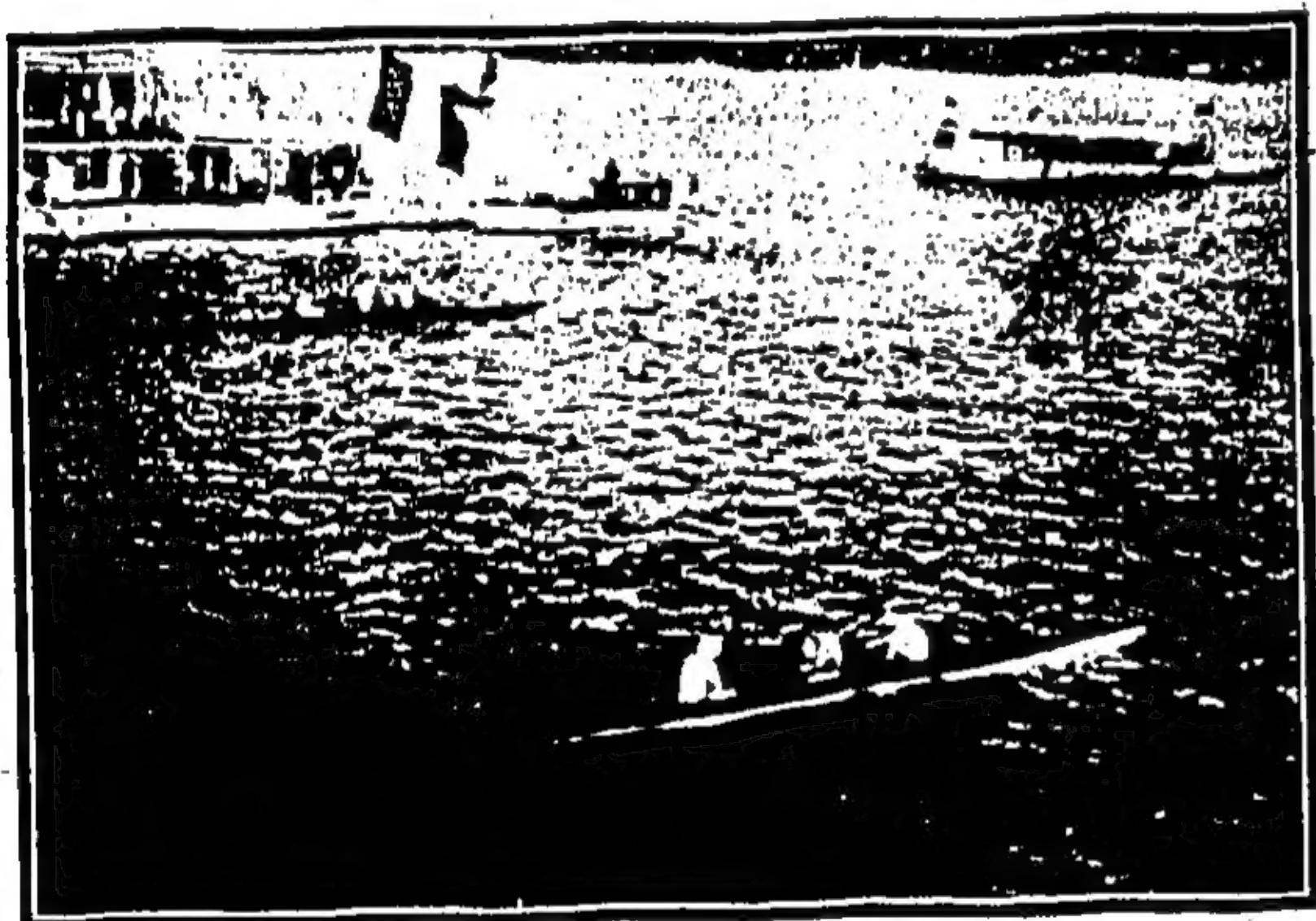
The Revs. E. Walter (left) and E. Flaschle, the two members of the Basel Mission now in Hongkong who were held in bandit hands in the Sutao region for sixteen months. They underwent much privation whilst in captivity, but hope to return to the scene of their labours as soon as their condition permits. (Photo: Ming Yuen Studio).



This group was taken on the occasion of the opening of the Tung Wah Eastern Hospital extensions at Sookunpoo. H.E. the Governor was unable to be present, owing to a riding accident, but the ceremony was performed by Lady Peel, His Excellency's speech being read by the Hon. Mr. E. R. Halifax. (Photo: A. Fong).



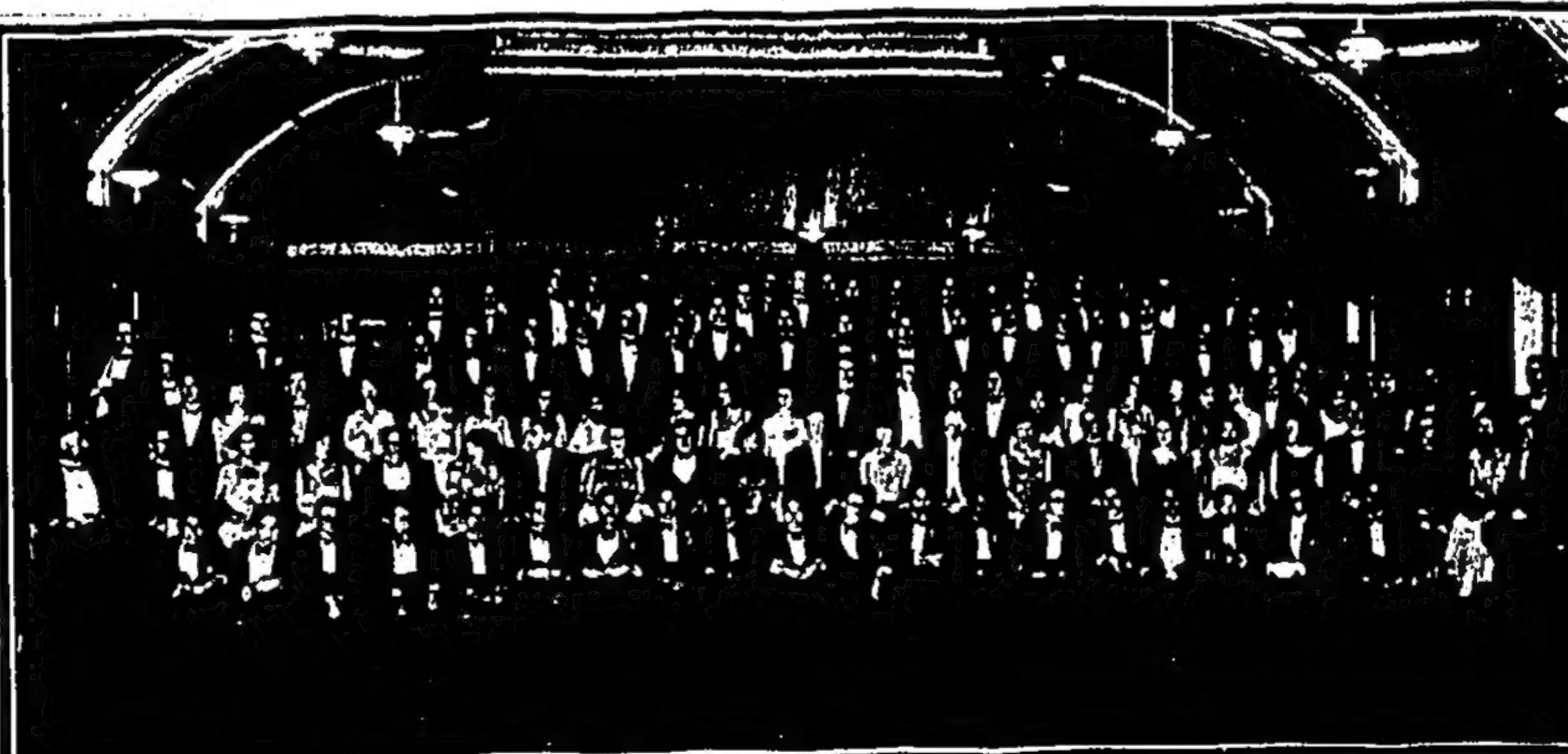
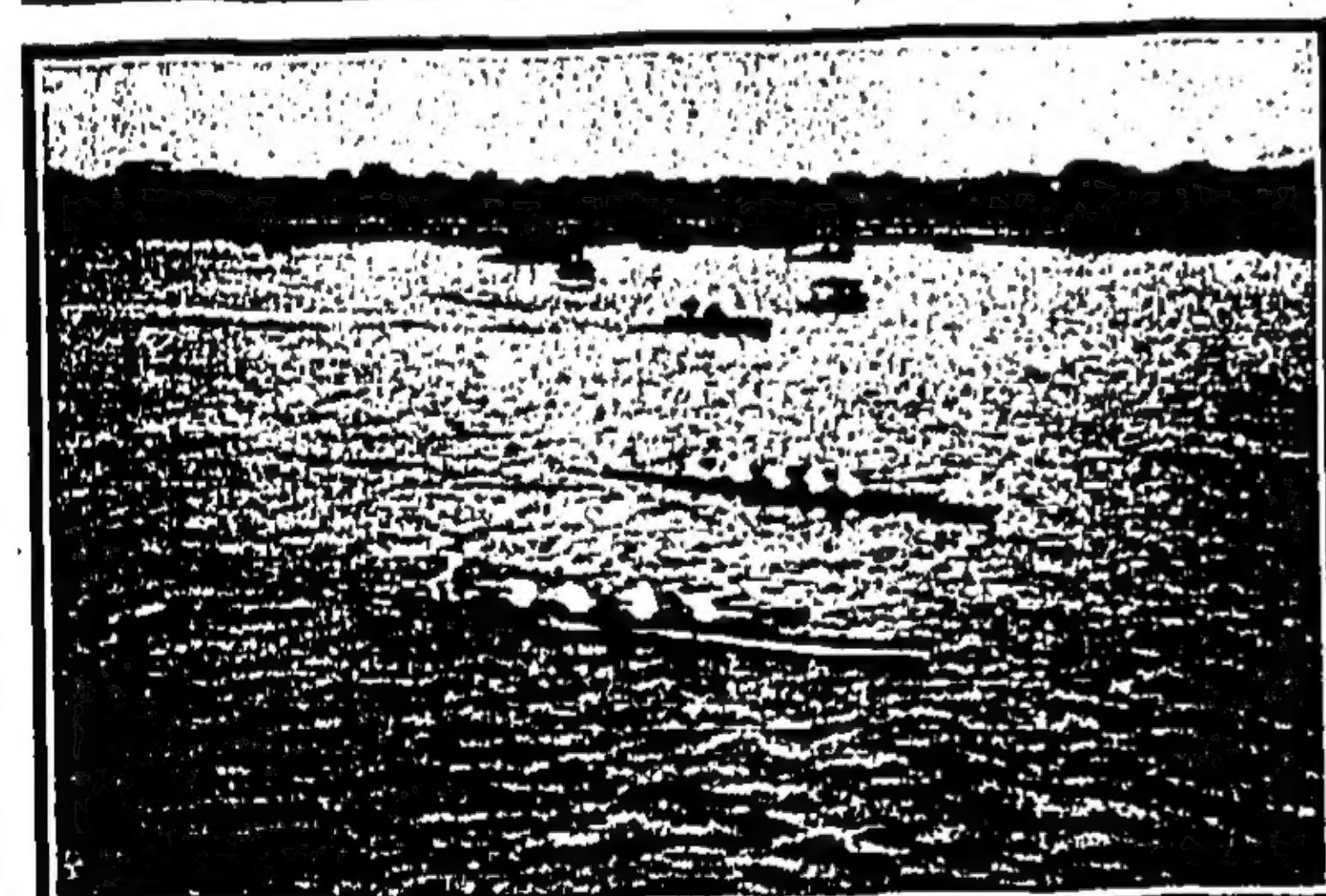
The title of this picture, sent in by a Telegraph reader, is "His Master's Spirit." It was taken at a matshed at Castle Peak.



The Hongkong University Football Club's team is shown above. Left to right: Back row: P. F. Yong, S. Reed, H. L. Lee, D. A. Oppenheim, H. N. Chung, K. Y. Lee, K. S. Lew, and P. C. Tan; centre row, H. T. Bee (Vice-Capt.), G. S. Scully (Chairman), S. L. Wong (Capt.), C. M. Lee (Hon. Sec.), and E. L. Harrison; front row, C. Candah, C. K. Tan, T. Y. Ong and P. P. Kho. (Photo: A. Fong).



Bridal group taken at the wedding of Dr. C. W. Lam, M.B., B.S., of Hongkong University, son of Mr. and Mrs. Lam Pak-sun, of Ceylon, and Miss Mary Woo, eldest daughter of Dr. F. P. Woo, M.B., Ch. B. (Lond.), at St. Stephen's Church, Hongkong. (Photo: A. Fong).



The Hongkong University Medical Society and guests at the annual dinner and dance in the Hongkong Hotel Roof Garden. The President (Prof. W. I. Gerrard), the Hon. Sec. (Mr. N. K. Law), Dr. and Mrs. Black, Dr. and Mrs. Y. S. Wan, Dr. and Mrs. Macgown, Dr. and Mrs. Arthur Woo, Mr. Dr. and Mrs. Frost, Dr. and Mrs. C. C. Macpherson, Dr. and Mrs. J. C. Macpherson, Dr. and Mrs. Wellington, and Dr. and Mrs. Wellington were at the official table. (Photo: A. Fong).



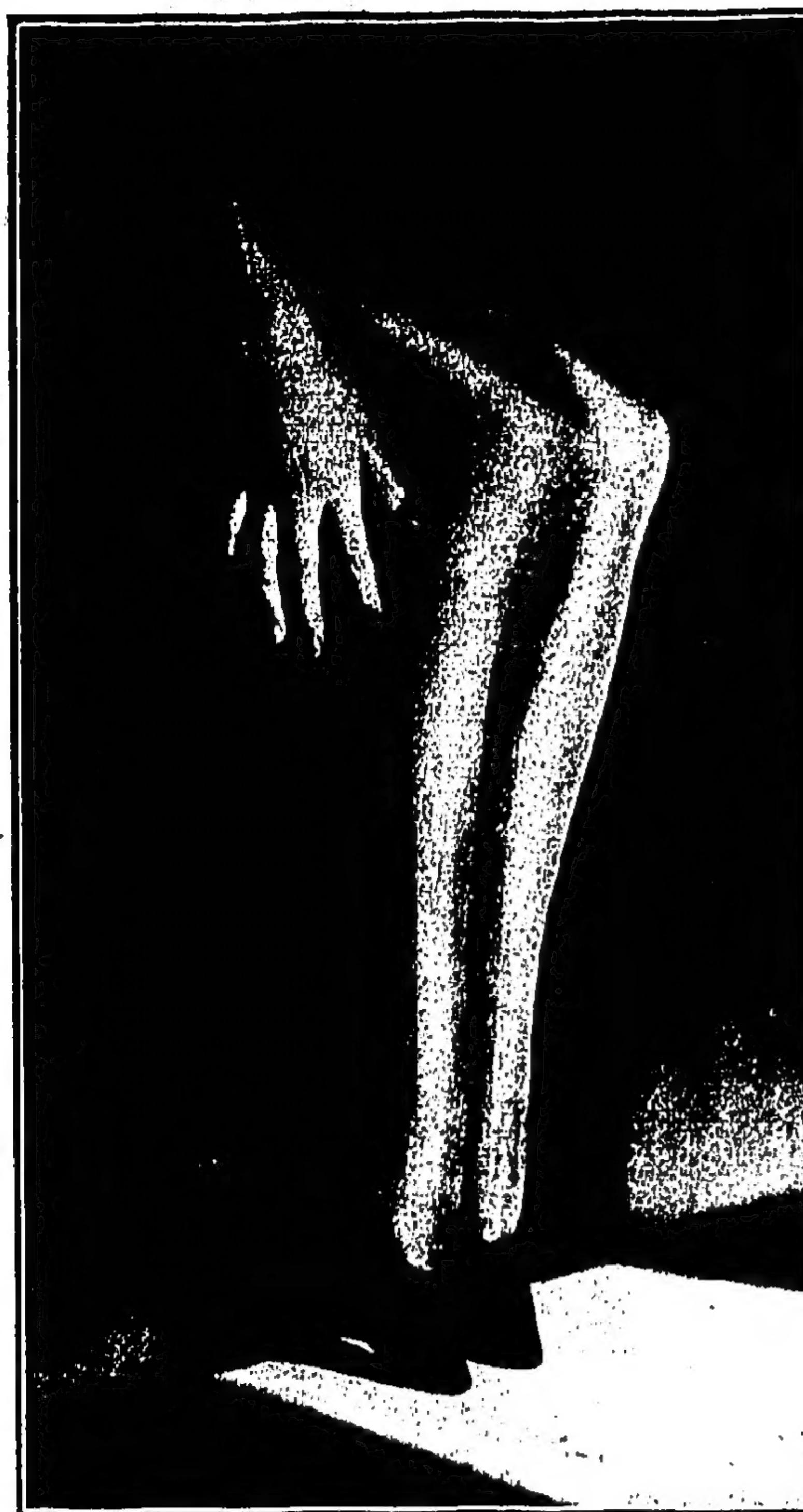
Group taken at the wedding of Mr. R. V. Frost and Miss E. Wellington, which took place at St. Joseph's Church, Hongkong, last week. The bridegroom is the son of Mr. R. V. Frost, late of the Eastern Extension Telegraph Co., and the bride the elder daughter of Capt. C. F. Wellington, R.A.D.C., and Mrs. Wellington. (Photo: A. Fong).



The Rotary Club of Hongkong was inaugurated at a dinner held at the Hongkong Hotel, when the above flashlight photograph was taken. There was a large and encouraging attendance and the Club anticipates a useful career. (Photo: A. Fong).



The remains of the late Dr. C. Y. Wang, Professor of Pathology at Hongkong University, lying in state in the Great Hall of the University, just prior to the interment. Many sympathizers filed past and paid their last respects. (Photo: A. Fong).



THE QUEEN OF HOSIERY.  
QUEEN'S HOSIERY STORE.  
37, Queen's Road Central.

FLYING FOR WOMEN.  
Many Learning in America.



Miss Margaret Perry, left, is shown above with some of her girl students at her aviation school near Los Angeles. She is a former New York society girl who grew weary of that existence.

California, which has more than a third of all the licensed women flyers in the United States, is beginning to wonder just how long it will be before the women step out and begin competing with men for jobs in commercial aerial transport service.

Approximately 200 women in America have licences as pilots, and 68 of them live in California. Since women have proved that they can fly, and since in other lines of work they have taken their places on an equality with male wage-earners, their entrance into the commercial field is expected in the near future.

As a matter of fact, they have already entered it, if not as pilots, then as managers.

Two Teach Aviation.

Four years ago Mrs. Twyla J. Kelley bought an aeroplane, rented an airport at Long Beach, and set up an aviation school for women. She hired a government-trained male pilot to do the teaching, and found pupils flocking to her standard.

A little later she bought more aeroplanes and increased the size of her teaching force. Now she

owns her own airport at Hawthorne, Calif., and her school is a pronounced success.

Another woman to succeed in the same line of work is Miss Margaret Perry, formerly a rich and idle New York society girl. Tiring of golf and tennis, Miss Perry took up flying as a diversion and quickly became an aviation enthusiast. She came to Los Angeles, and recently took over a large airport at Culver City, close to Los Angeles, and opened a school of aviation there. She also hires government-trained pilots to do the teaching, while she manages the airport and the school. Her school fits its pupils for the highest pilots' licences granted.

Other Fields Open.

Air aviation is not the only new field that is opening for women. A certain big western railroad has adopted a woman "courier service" for its Indian tour trips and motor cruises from the main line of the railroad. On these trips, which take tourists through northern New Mexico, Arizona, Nevada, Colorado and Utah, four tourists ride in a machine accompanied by a woman "courier" who acts as hostess on the trip, meeting the guests at the train and looking after their comfort while the tour is in progress.

Miss Henrietta Goff of Santa Fe, N. M., was the first woman courier. A graduate of the University of Chicago, she points out that a woman who wants one of those courier jobs must have a good education and must be thoroughly schooled in the history of the southwest, must know Spanish and must have a good knowledge of Indian arts and crafts. The railroad maintains a school of instruction at Santa Fe to instructive prospective couriers, offering instruction free, but requiring candidates to pay their own expenses. It now has 40 women couriers and plans to increase its force.

A Handwriting Expert.

Another unusual career for women was discovered by Miss Marjory Quigley of Los Angeles, who is a handwriting expert, working mostly on criminal cases. Asked what preparation is needed for such a position, she gives a resume of her own career:

"I first took a thorough course in penmanship. Then I was secretary and understudy for several years to Milton Carlton, a noted handwriting expert. I worked with him in his laboratory and helped him on documents. I also gave considerable time to the study of law and of documents.

This work can be done just as well by a woman as by a man, but to succeed she must live years of preparation to it."

Still another out-of-the-ordinary career has been found by Miss Mary E. Smith of Los Angeles, who specializes in managing political campaigns.

She began her career as a reporter on a Des Moines, Iowa, newspaper, got interested in politics and began doing clerical work for politicians. From that job she graduated to serving on committees, and in the course of time displayed such ability that she was made campaign manager.

THE KING OF ABYSSINIA.  
STORY OF HIS MARCH TO POWER.



Ras Tafari, ruler of Abyssinia, is shown at left in his imperial robes. Lower right, the children of the ruler with a companion in the public park at Addis Ababa, left, right, daughter of the Governor of Karar, Princess Zahab, Crown Prince Asfau and Prince Hakonon. The picture at upper right shows the ruler, his wife and eldest son.

On November 2 H. R. H. the throne Zaouditu a daughter of Menelik and, therefore, an aunt of the deposed monarch. At the same time, Tafari Makonnen, her young cousin, who had led the rebellion and was only 25, was made regent and heir to the throne. Lij Yusu was captured, but was placed in the custody of a powerful chieftain with the distinct understanding that he was never to be delivered up to the regent. It was a regular case of a regular Old Testament intrigue.

The powerful chieftains, who were each virtual kings in their own sections of Abyssinia, thought they thus had things fixed. The Empress would watch Ras and Lij would be held as a card against both. Besides, a commanding position was held by their veteran friend, Fitawrari Hapin Giorgis, who, as Minister of War, held the army in his power. Thinking the Empress, the Regent and the Emperor thus neutralized each other, Ras Hailu in Gajjam, Dajazmach Balcha in Sidamo and Ras Guga, husband of the Empress, in his province of Begemeder, proceeded to do as they pleased.

**Gathered Men and Arms.**  
Ras Tafari was ambitious, patient and wise. He figured that what he needed was time, men, money and munitions. He let time work for him and he proceeded slowly and secretly to gather men, money and munitions. In 1926 the old War Minister died and Tafari acted with lightning swiftness. He made himself governor of the provinces the old man had ruled. He ordered

Balcha to come to the capital. The latter obeyed, but came with a small army. He swaggered, but he did not know his man. Ras Tafari and his own army surrounded Balcha's and that ended one chapter.

The Empress, alarmed by this, plotted a stroke against the Regent, to be carried out by her own household troops. Ras Tafari knew all about it. In a few hours he quelled the whole scheme. The Empress recognizing her defeat, promptly proclaimed Ras as Regent, named him Negus and had him duly crowned as such on October 7, 1928. From that time on Ras Tafari determined to have the name as well as the name. He consolidated his position. A little over a year ago he felt so secure that he made a trip to Europe, visiting London and Paris among other places. Like a Biblical king, he brought presents of lions for King George and other heads of

states.

**Well Equipped Army.**

But he kept his shrewd eyes open. He saw the beauties of machine guns and aeroplanes in case of trouble with any of the fractious chiefs. Very quietly some of these inventions of the men of the west were shipped into Addis Ababa. Last March Ras Tafari, once more back in his own country, ordered Ras Guga, the husband of the Empress, to suppress some rebellious mountain tribes near his territory. Guga not only failed to do so, but spread the reports that Ras Tafari was a

Catholic and not a good son of the

whole thing was over inside of two hours, Guga

being among the killed.

Two days later the Empress

died. Some whispered she had

committed suicide. Others whispered Ras Tafari had had her put

out of the way. The real truth

seems to be that she was very ill

of pneumonia and the news of her

husband's misfortunes and death

put the finishing touches to her.

At any rate, Ras Tafari at once

ascended to the throne and at present at least there is no power

ful enough to dispute his claims.



DURING the coming winter months you will arrive home tired and weary from the day's work and exhausted by exposure to wind, rain, or fog.

Then it will be that the glowing fire and your cup of delicious "Ovaltine" will be most welcome and comforting. Your fatigue will disappear, your nerves soothed, and there will be no ill-effects from the unpleasant weather conditions through which you have come.

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1918, on the eve of the German offensive that was expected to smash the Allies.

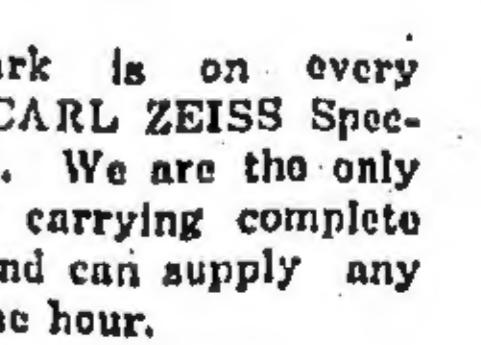
A Dutch newspaperman, who was present, wrote:

"There were only a few persons in the building. Under high arches and in spacious solitude the Kaiser sat, as if in deep thought, before the priests' choir.



Cologne Cathedral.

Behind him his military staff stood at a distance. Still musing as he rose, the monarch, resting both hands on his walking stick, remained standing. Immovable for some minutes, I shall never forget this picture of the musing monarch praying in Cologne Cathedral on the eve of the great battle."

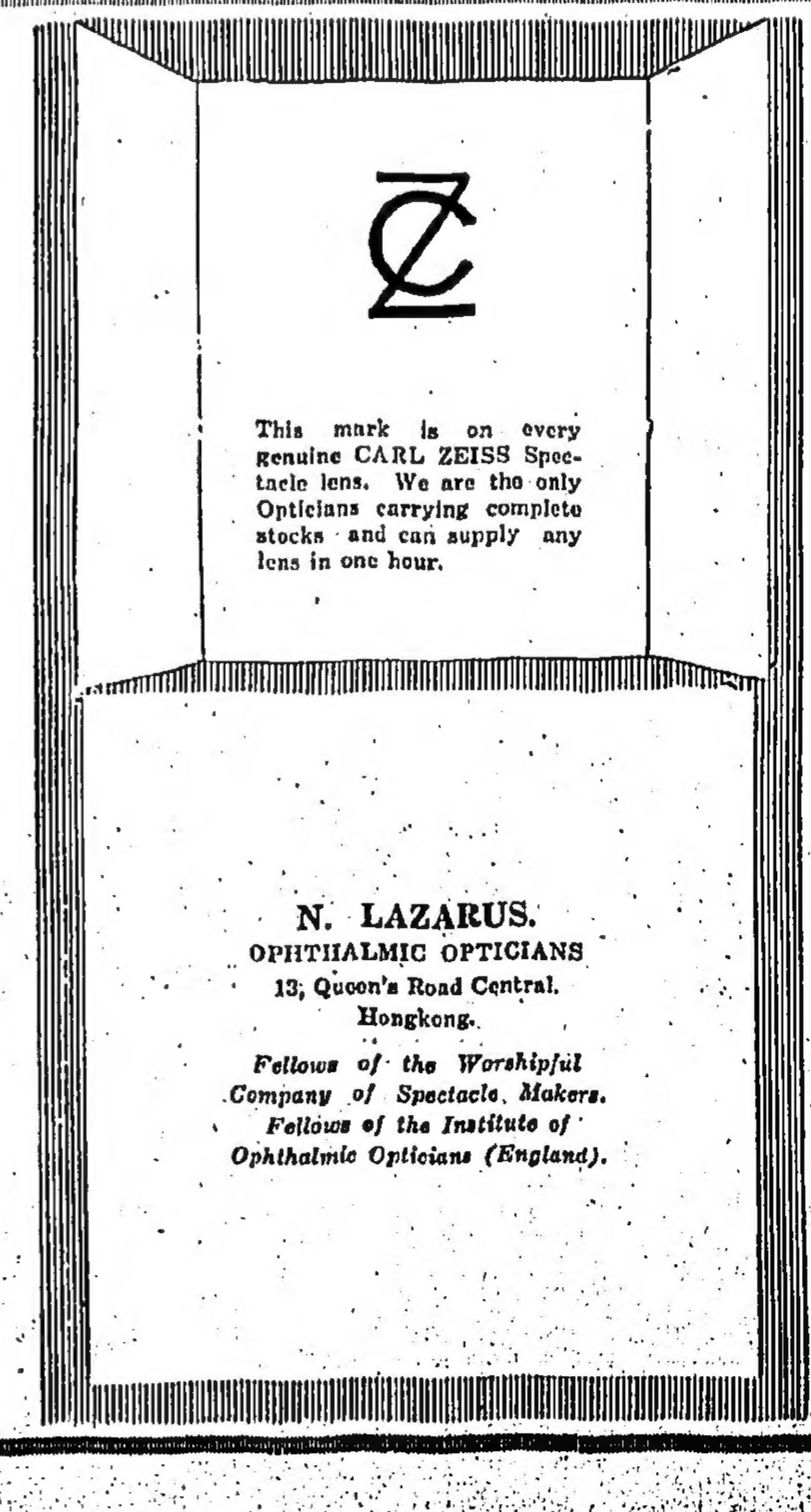


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# Clothes For Christmas

Good little girls who look in the store windows these days may not believe in a Santa Claus, but at least they wish there were one!



I. Jean Patou performs a neat Christmas trick with this beige marocain... apparently simple, it is nevertheless tremendously intricate in design.



by Julia

II. knitted frock with a tunic blouse, jabot and collar of a pique knit. It's by Peck & Peck, and it's blue.



III. the Haas Brothers party frock above is a glamorous black taffeta with green and gold brocaded leaf.



IV. a pocket something like your grandmother's features this William Bloom ensemble of tweed knit frock in red and black, with a jaunty little sealskin jacket.

IMAGINE finding a perfectly beautiful dress in your Christmas stocking—so to speak! Wouldn't it make the most disillusioned of you believe in Santa Claus?

Maybe the family is just waiting for a hint as to what to buy you. Be it father, brother or husband, a serious Christmas shopper deserves a hint or two.

Since it is a gift you are looking for, you should pick something that you have been wanting a long time or else something glamorous and entirely extra, something that will dress you up and set you up.

I. FOR those red letter days, I should like to call your attention to an exquisitely cut beige marocain frock with the new double peplum over the front, one hip and the back. It is a beautifully-cut garment, seemingly simple, but do not be deceived. Nothing that makes you look like such a lady could be turned out in just a second.

There are pleats in the skirt below the peplum which keeps the shorter front basque movement from cutting the figure. The bloused waist, straight sleeves with extra strapped cuff running back to the elbow and bias fold neckline is all very graceful.

II. AND now along comes the extra little sports or office dress that you may have been wanting a long time but could never see your way clear to buying.

It is a tunic knitted frock, with a belt to hold the tunic into the waistline. The frock itself is a violet blue, a lovely new shade, beautiful on certain complexions and certain persons. There are webbed stitches at the wrists, for fine fitting, and a little line of two tones of lighter violet blue lighten the top of these. There is a knitted collar in the two tones of lighter violet blue, and a little jabot.



III. IF it is a party frock you've got your eye on the lookout for, do have a look at the new and absolutely glamorous black taffetas with figures woven into them.

If you are young, and have twinkling, dancing feet, you will cast an envious eye on a little Maggy Rouff dancing frock made of lovely black taffeta of this kind, with little green and gold leaves woven into it.

The gown is simply made, it needs no adornment save its own material, and it has a simple bodice with shoulder straps and one of those even floor length skirts with extra side fullness. It has a little stitched gold belt.

IV. IF you haven't a short fur coat you'll welcome any dress that needs one to complete the ensemble. There is chic and youthfulness and everything else needed to make a merry Christmas in this striking ensemble of tweed knit frock in red and black, which William Bloom has designed for wear with a little sealskin jacket. It makes the coat divide its honors with the dress.

The bow trimming and collar of the dress are trimmed in leather, the pocket is edged in leather, and there is a leather belt and buttons. The skirt of the frock chooses an unusual one-sided effect, with the pocket at the right.

The dress is admirable for spectator sports or street wear. The sealskin coat further enhances its charm by a lining of the dress fabric.

V. IF you are fairly well supplied with working clothes and evening party things, you still may feel the lack of just the right thing to wear to matinees, bridge parties, nice luncheons and tea in town.

Patou makes just the thing for you, a beige soft wool semi-formal suit, with a little jacket made not quite fitting but slightly flaring, a svelv skirt and matching flat crepe blouse.

The coat has new shaded beige astrakhan, making a conservative roll collar that proceeds to form a double facing down the front of the coat and then to round the cutaway edges and make a border to the whole lower edge of the coat. It is reserved, but not too staid.

There are shaped cuffs of astrakhan. And to complete the suit, a muff of the astrakhan is made in a soft, circular cushion style which is somewhat reminiscent of the days when grandma was a girl.



V. for this semi-formal afternoon ensemble, Patou chooses soft wool in a new shade of beige; trimmed with astrakhan fur and topped by a matching taupe hat.

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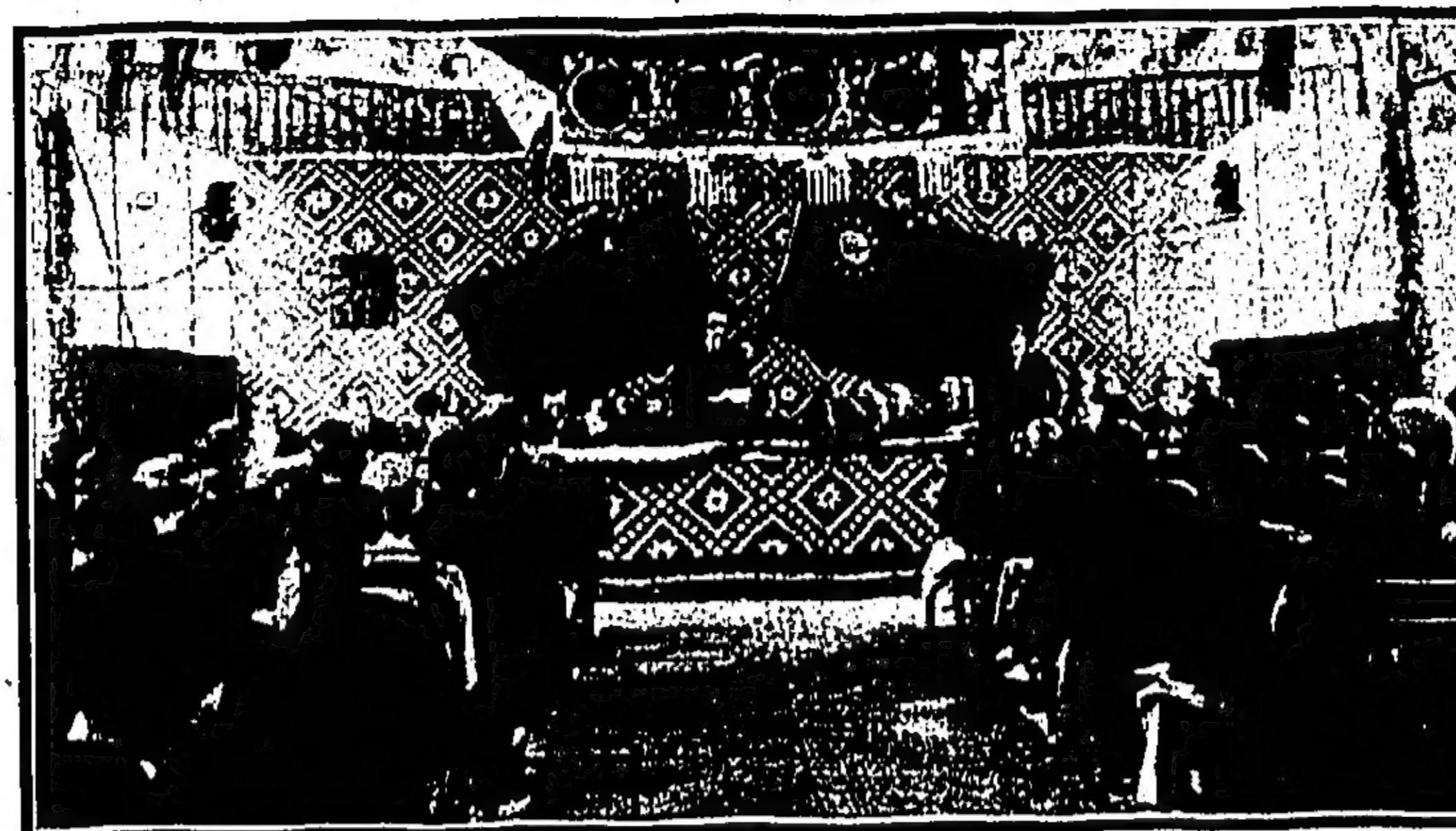
# Hongkong Telegraph.

## Pictorial Supplement

December 27th, 1930.

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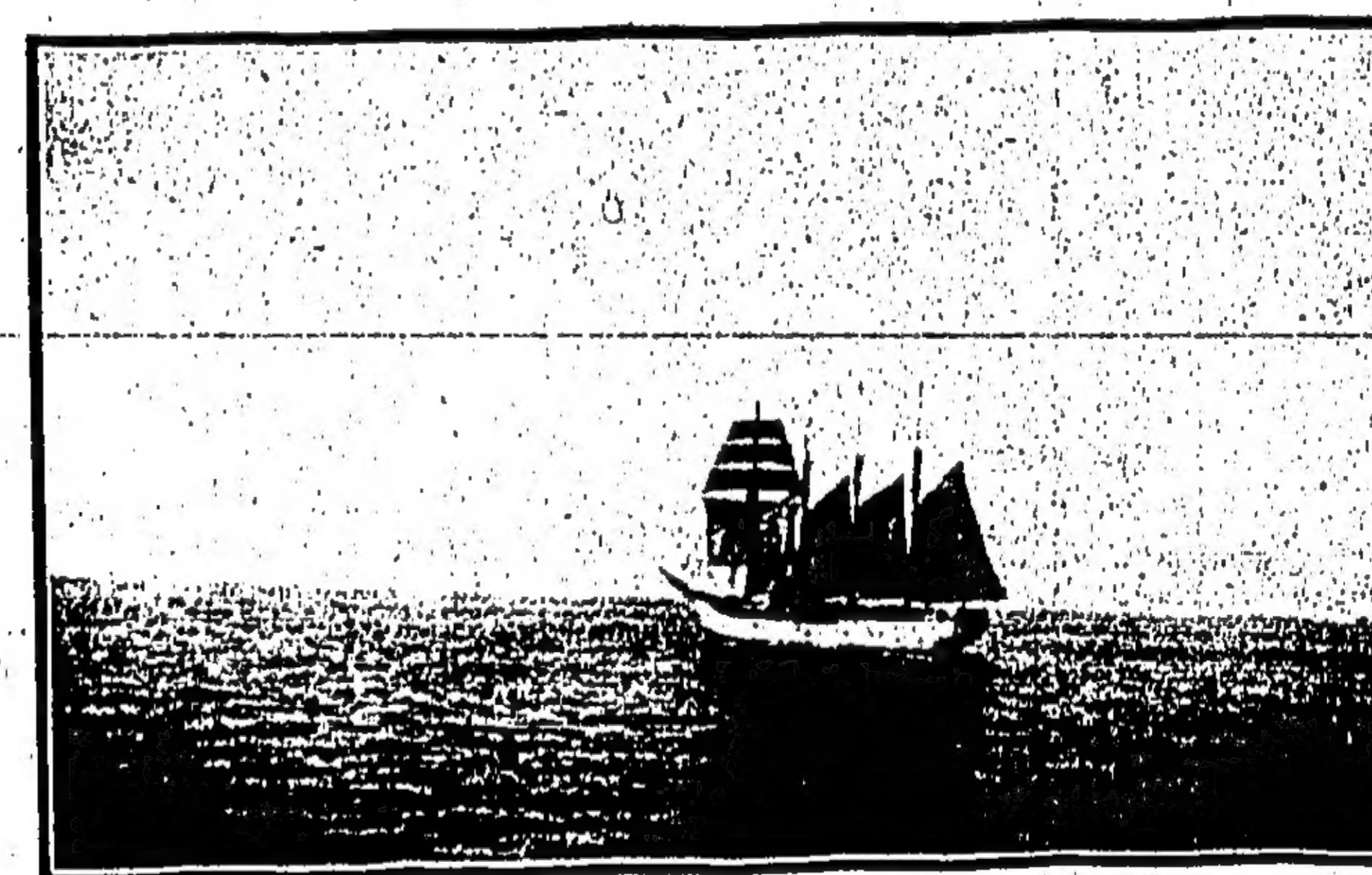
The Hon. Mr. E. R. Halifax reading His Excellency the Governor's speech at the opening ceremony of Tung Wah Eastern Hospital extension last week. Owing to an injury to his knee, Sir William Peel was unable to be present. (Photo: A. Fong).



A most effective physical culture display was given by students of the Diocesan Girls' School in Kowloon last week. Above are seen two of the items of the programme which greatly delighted those present. (Photo: Leo Cheung).



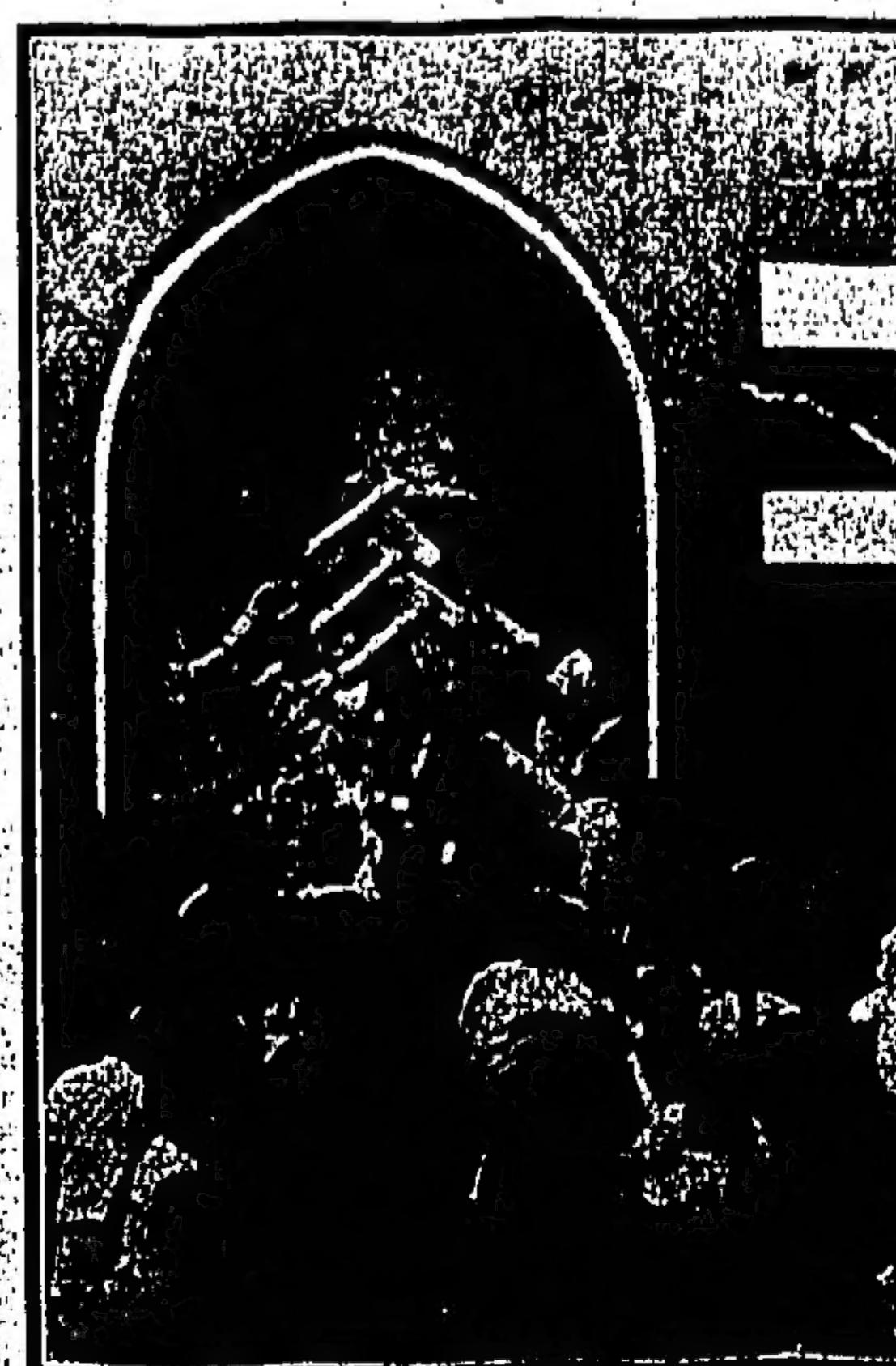
Above are two scenes from "International Varieties," an entertainment given by the Girls' International Club in aid of a Popular Education Fund in the hall of the Y.W.C.A. last week.



The Spanish naval training ship Juan Sebastian de Elcano, which was in Hongkong last week during the course of her tour, is here shown in full sail.



A good work is done by the Berlin Mission at Fong Chuen, Canton. The above photograph, recently taken, shows members of the staff and other helpers.



Dr. C. W. Lam and his bride leaving St. Stephen's Church after their wedding, passing under an arch formed by cricket bats. The bridegroom was Captain of H.K.U. University cricket XI in 1926-27. (Photo by University Amateur Photographic Society).

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY, 27th. DECEMBER, 1930.

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THE HONGKONG AUTOMOBILE ASSOCIATION.

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### MOTOR-COACH SPEEDS.

#### Problems Under the Road Act.

#### 30-MILE LIMIT.

The operation of the new Road Traffic Act presents a big problem for motor-coach services.

In little over a month's time the speed limit of 30 miles an hour will be enforced, and coaches exceeding this speed at any point of their journeys will run the risk of prosecution. Inquiries at the Ministry of Transport revealed that the Ministry has said the last word on the matter. "Now that the law has been passed," an official said "it will be up to the police to see that it is enforced."

The general opinion appears to be that coaches will be obliged to observe the 30 miles an hour speed limit with the utmost care. A suggestion has been made in certain quarters that 30 miles an hour should be interpreted not as a maximum, but as an average; but it appears that this interpretation is incompatible with the wording of the Act.

Commenting on the probable working of the Act, an official of the Automobile Association said that January 1 will inevitably see a considerable slowing up of motor-coach services.

Meanwhile there is no indication of the extent to which services will be slowed up. Most coaches at present maintain an average of about 30 miles an hour; but, owing to the traffic delays experienced in the London area and in other towns, they travel at 40 or 50 miles an hour in the country.

#### Question of Speeds.

The question of speeds under the new Act is at present being considered by all the motor-coach companies, and it is understood that experiments have been carried out on at least one route to discover how exactly the new speed limit will affect time-tables. Much uncertainty, however, exists in all quarters.

The current issue of the "Highways Guide," which contains particulars of services to upwards of 500 towns, gives full details of departure times but in very few cases gives any indication of the time of arrival. This practice appears to be general at present.

The Act has greatly added to the present congestion of London traffic, due to a statement made by the Minister of Transport that the Traffic Commissioners (which are to be appointed to control areas) would more favourably consider the claims of existing omnibus services, if adequate, than consent to grant licences to new concerns or firms wishing to place further public service vehicles on various routes.

Consequently since last April, when the Act was passed, London has seen a great increase in motor-coach services from all parts of

motor cars. They supply a new street scene. A car that cost £500 not so very long ago can now be bought for £5.

The cast-off car looks good; and often is good; but there it is on sale in the street like a sack of potatoes or a barrel of apples at Covent Garden.

#### A Brave Show.

Cars of all makes and models are lined up like tramps of the road. Battered in the bonnet, threadbare in the upholstery, scratched and bruised in the body, they still have a brave look.

"Yes, we do it big business in secondhand cars," said a dealer. "They look at them in the morning and take them away at night. Second-hand cars make first-class trade."

### £2 APIECE.

London's Open Air  
Market.

### NEW STREET SCENE.

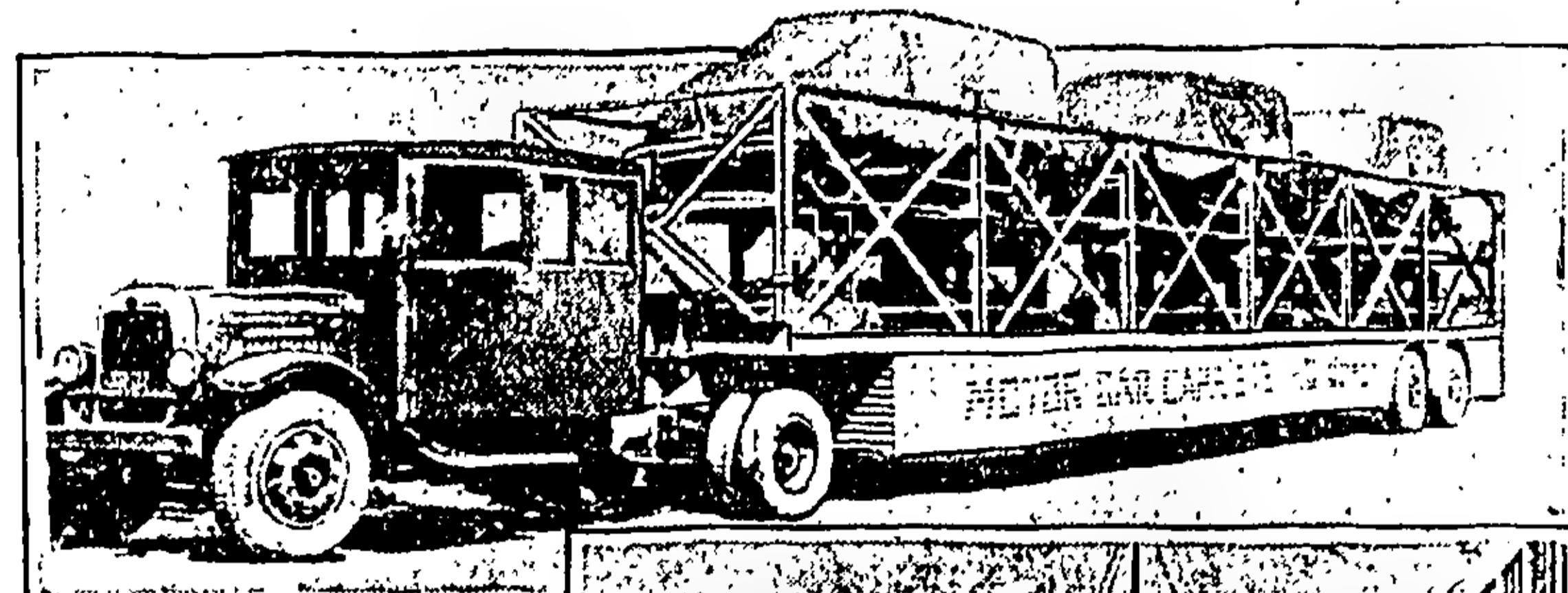
[By James Dunn.]

Motor-cars are almost as cheap as mongrels if you know where to buy them. A car guaranteed to go may be picked up for a couple of pounds.

Warren-street, off Tottenham Court-road, W., is the "dogs-row" for decrepit cars that are lined up in the street like bargains on the stalls in Farrington-road.

Changing London is demonstrated by this open-air market of old

### A MOTOR INDUSTRY PROBLEM SOLVED.



Detroit, Nov. 16.—Out of one of the biggest problems of the automotive industry—the delivery of new cars to their destinations—has grown a thriving business. It is a specialized branch of the industry.

A few years ago the highways were dotted with groups of new cars all in line and following a leader—"drive-aways" on their way from factory to dealers. So specialized has this service become that modern methods have been adopted and large corporations formed for the delivery of these cars.

No longer do they go the old way, over the highway. That sometimes was injurious to the cars. Modern methods consist of the use of huge motor carriers, large lake freighters and huge warehouses.

Rails are still used for long hauls across the continent, but for short hauls boats and motor carriers are found most practical.

#### Six Cars at One Time.

One of these carriers, made in Detroit, is capable of carrying six automobiles in two tiers. When loaded it accommodates three cars 16 feet long on its upper deck and three on the lower in 40 minutes. They can be unloaded in half that time.

The truck is equipped with special brakes that enable it to stop with its heavy load as quickly as the ordinary passenger automobile. The drivers, working in four-hour shifts, pilot the carrier over the highways at an average speed of 30 miles an hour.

Huge Auto Terminal. In Cleveland is probably the



largest automobile terminal in the world for handling delivery business. This huge building, representing an investment of more than \$2,000,000, is capable of housing 1,500 cars. In the last year 100,000 automobiles passed through its doors to be delivered to distributors and dealers within a radius of 250 miles of Cleveland.

This building is located on the shores of Lake Erie. The terminal company operates its own fleet of lake boats between Detroit, Toledo, Buffalo and Milwaukee to collect and deliver cars at each of these points. The capacity of these ships is from 250 to 650 cars. They are able to dock alongside the terminal at Cleveland and run their cargo right into the building.

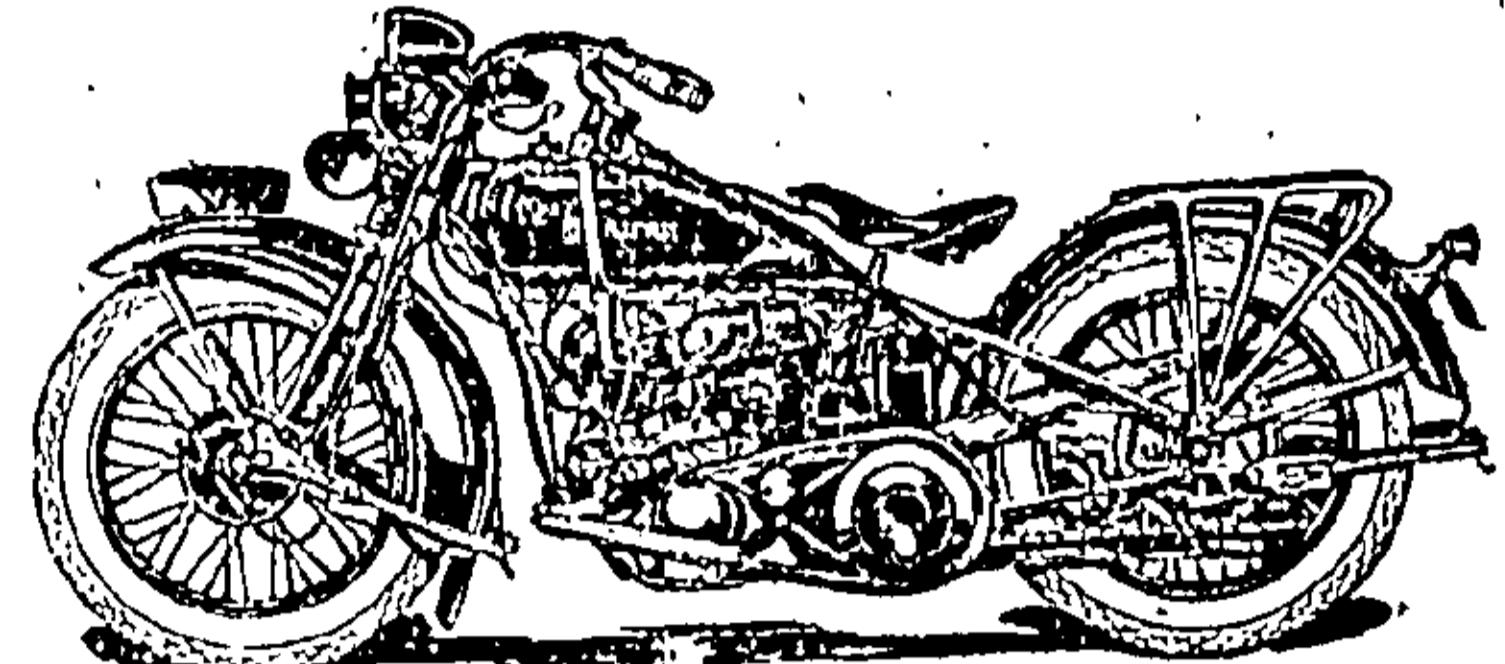
Inside the building the cars are stocked and in some instances accessories are installed. Then they are lined up outside in an immense parking lot to be inspected and driven away to distributors and dealers.

### MODELS AID IN SAFETY DRIVE.



An elaborate arrangement of model trains, buses and automobiles is aiding Los Angeles traffic experts in fighting carelessness at grade crossings. These models are maneuvered in such a way as to illustrate the more dangerous hazards of motor-car traffic, while sound cameras take pictures that can be shown all over the country. Deputy Chief James Davis is shown here with the models on the beach at Venice.

### 1931 "Harley Davidson" Can be Cabled for Now.



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### STEAM UP!



THE RAILWAY ENGINEER  
ENJOYS MOTORING  
ESPECIALLY IN WINTER.

## SOME "TIPS" EVERY OWNER-DRIVER SHOULD KNOW.

Every motorist desires to get the most service and enjoyment out of his car, but a general laziness, coupled with a tendency to "let well alone," results in a large proportion of cars being more or less neglected. Efficient and constant attention to details brings its own reward.

The owner who consistently puts off the small repairs which he sees need attention will sooner or later find himself stranded by the roadside wishing he had not let things go so far. The modern motor car, when compared with the forerunner vehicles of 25 years ago, is remarkably reliable, and really requires but little attention. It is, however, incumbent on all owners to do more than fill up periodically with petrol, oil, and water. Regular attention to engine and chassis lubrication, battery, cooling system, and tyres contribute to efficient operation.

In order to obtain better performance from the battery, as well as to increase its life, have the battery inspected at least every two weeks during the warm months. Keep the terminals and connexions clean to ensure good electric contact, and always keep the solution above the tops of the plates in each cell by adding distilled water, or, in emergency, clear rain water, and have the generator adjusted to spring and summer driving conditions. A thin layer of vaseline spread over

the battery posts and terminals will prevent corrosion that causes loose connexions, and finally eats through the metal.

## New Spark Plugs Yearly.

The air pressure in the tyres should be checked once a week. Water and oil are enemies of tyre fabric, and for this reason small stone cuts in the casing should be kept filled with some good tyre filler. Oil deteriorates rubber and will ruin an inner tube in a very short time. Never throw the waste pipe or flooding of the carburetor. Escaped petrol in the drip pan or elsewhere about the engine may cause serious damage or even the destruction of the car. Spilled petrol may become ignited by a heated exhaust pipe or manifold, but much more commonly it is ignited by burning gas expelled through the carburetor air intake system. Petrol consumption per mile increases with higher car speeds. Not only does excessively high speed lower petrol economy, but tyres and brakes wear faster.

It is advisable occasionally to inspect the shackle bolts and U-bolts which secure the springs in position on the axles. If neglected they may work loose, and even when eventually you come to tighten them up, rust will have formed on the threads, so that either the thread strips or it is impossible to adjust them at all. A slack shackle bolt will cause unnecessary rattle, and if this or the U-bolts are slack quite possibly uncomfortable rolling will be experienced.

plate combustion of the gas vapour and wasted fuel; besides unsatisfactory performance of the motor. For this reason it is economical to install new plug at least once a year. A spark plug insecurely installed will cause leakage. The hot gases escaping around the plug will cause it to become excessively heated, resulting in probable damage to the plug, poor ignition, and loss of power.

## Beware Spilled Petrol.

Guard against leak in the fuel supply pipe or flooding of the carburetor. Escaped petrol in the drip pan or elsewhere about the engine may cause serious damage or even the destruction of the car. Spilled petrol may become ignited by a heated exhaust pipe or manifold, but much more commonly it is ignited by burning gas expelled through the carburetor air intake system. Petrol consumption per mile increases with higher car speeds. Not only does excessively high speed lower petrol economy, but tyres and brakes wear faster.

with the car. They give a more general picture of the situation and are a guarantee against making a faulty diagnosis.

Suppose the engine is not satisfactory on hills, showing lack of power. What else does it do by way of a clue to the trouble? Does it, for instance, backfire a little toward the top? Does the cooling system tend to overheat even on the level when the car is being driven fast?

An affirmative answer to each of these questions indicates too lean a carburetor mixture. The explanation is that half the cost of motor claims is on account of third party payments, that is to say, payments which are in no way limited or affected by the value of the assured's car; the claims for repairs to his own car are mostly under £50. In the case of low values the insurance company gains where the cost of repairs to the car would have exceeded the value, but all other claims (and these are the great majority) tend to be larger, because a low valued car is more likely to give rise to claims. There are several reasons for this. One is that it is not so easy to control; the steering, etc., are all more likely to give trouble. Another reason is that an old cheap car is generally more carelessly driven, and by a less careful person, than is a valuable car, while, in addition, repairs to an old car often cost more.

"Please Pass Me."

When they take delivery of a new car, intelligent motorists invariably drive it carefully for a few hundred miles, in that, annoying though the practice may be, they think it is well worth while.

Perhaps the most irritating part of the process, however, is that on certain occasions it must necessarily cause a slight "obstruction" to other motorists. We all know the black looks of the "other man" as he eventually passes us after frantic use of the electric horn. The obstruction is to some extent inevitable, but the annoyance to both parties can be alleviated.

## Loose Wires.

The story of a service man who went to the rescue of a stranded motorist emphasizes the importance of paying strict attention to the details of the car's behaviour. He got the power started again simply through noting that whenever the engine elected to run it operated perfectly. To him this meant something. If the intermittent running of the motor had been hesitating a number of possible causes would have been indicated. Valves might have been sticking or breaker points out of commission. But between stalls the engine ran smoothly. Noting all this, the rescuer concluded that the stalling was due to a loose connexion in the electrical system. Under such circumstances the running of the engine would be either a feast or a famine. Checking over the system, he found the high-tension wire to the coil making only occasional contact.

## Starting Tip.

Having the battery go dead or the starter motor fail while the car is on level ground is reason enough for sending an S.O.S. for help. But if a motorist is headed up hill when the stall occurs it is a matter of overlooking opportunity to fail to take advantage of the incline.

Quite a number of drivers think they cannot crank on the car's momentum if headed in this direction. The situation often is an advantage rather than a disadvantage. More positive cranking can be had in reverse.

To crank under such conditions, place the gears in reverse and hold the clutch pedal to the floor. Release the brakes and allow the car to coast backward. With the ignition on, let in the clutch, pressing it to the floor and applying the brakes the instant the engine starts. Under no conditions have the gears in a forward speed during this process.

## Looking for Trouble.

Combinations of conditions are handy clues to the cause of trouble.

It would be a good idea if every company would put a conspicuous note in their proposal form, connected by an asterisk with the question asking the value, suggesting to the proposer that he should not over-value the car as in the event of total loss only the market value at the time of loss will be paid and that the figure he inserts merely acts as a maximum and a basis for premium. At the time of each renewal the company should remind the car owner that the car has depreciated and suggest that he reduces the value accordingly. Some people may ask why the company itself does not put a value on the car and pay up on that value; to do this, however, the company would have to send an engineer to inspect every car, except new ones and even then the matter of agreement with each owner every year would be a difficult and tedious affair.

As a matter of fact, some companies are prepared to give agreed values and suggest specific reductions in value each year; this course is becoming more widely adopted, but whether it will become general remains to be seen. A further difficulty in this matter is that a car be worth £500 on the first day the policy starts, but only worth £320 on the last day of the policy and as the negotiations regarding value always take place before the commencement of the policy, the assured expects to have his car valued and the value agreed for 12 months on the basis of its value at that time; this is a hardship on the company if the loss occurs 12 months later.

## A Suggestion.

Never add anything to the battery cells except distilled water. Battery cells are filled with a mixture of sulphuric acid and water, and the correct proportion of acid in the mixture should be rather exactly maintained. The water in this mixture is constantly evaporating by heat and is also decomposed and lost as hydrogen and oxygen gas whenever the cells are being overcharged. Water that lost must be replenished to maintain the liquid level in the cells. The sulphuric acid in the mixture does not evaporate by heat nor is it decomposed into gases which escape from the cells and in the normal operation of a battery all the sulphuric acid to water adopted in the original set-up of a battery is sufficient to reduce its internal resistance to a feasible point and to render the liquid immune against freezing, but it is not sufficiently great to cause the plates to be detrimentally affected or to cause the insulating separators between the plates to be abraded away at an excessive rate.

## Rubber Ball Tester.

Motorists who grind their own valves and who do not happen to

have any of the efficient testers handy can make a test with the aid of a rubber ball carefully cut in half.

Low Values.

When the valve has been ground it should be set into its seat and held down firmly. The half of the valve should then be placed over the valve head and seat, and then

## NEW MOTORING LAWS.

How Change will Affect Drivers.

## DRIVING AGE.

The first part of the new Road Traffic Act came into force at Home recently.

Motorists of experience will not be affected by this portion of the Act, which largely concerns the licensing of new drivers. Existing licences remain valid till the normal date of expiry.

The age for qualification for driving a motor-cycle has been raised from 14 to 16 years, while that for driving a motor-vehicle exceeding 2½ tons unloaded has been raised from 17 to 21 years.

New applicants for licences will have to go to their local authority and fill up a form which certifies that they are not liable to epileptic fits or to sudden faintness and that they have sufficiently good eyesight to read a motor-car number-plate at 20 yards. If they have any doubt about this they can take medical advice.

Drivers suffering from the loss of limb, if they have driven for the last six months, may continue, but if they are applying for a new licence they will have to pass a test.

It is understood that the local authorities have made no arrangements for these tests yet, though several have approached the Royal Automobile Club to know whether the club will conduct the tests for them.

## ELECTRIC HORN BAN.

For Motor-Coaches in the Streets of London.

## WAR ON NOISE.

Viscount Byng, Commissioner of Police, has declared war on noise in the streets of London, and one result is an order that no motor-coach driver may sound an electric horn anywhere in the metropolitan district. A statement to this effect is being circulated to the motor-coach companies.

Traffic regulations state that a motor vehicle plying for hire in the metropolitan police district must carry a "horn, gong, or other approved means of giving audible warning of approach, with a deep-toned note." A Scotland Yard official said recently to a *Daily Mail* reporter:

"As most electric horns do not give a deep-toned note it was at first decided to forbid their use on motor-coaches."

"It was then pointed out that on long journeys motor-coaches may pass through districts where electric horns are not only allowed but also required. As a result both electric and bulb horns may now be fitted, but the electric horn must not be used in London. It makes too much noise."

## VACATION INSURANCE.

Virginia has authorized the issuance of special vacation automobile insurance policies. The coverage includes collision, tornado, riot, flood and damage from falling aircraft.

pressed down so as to expel the air. What the ball does after this tells whether or not additional grinding is necessary.

Should the ball fill up with air and regain its normal shape it is apparent that air is leaking into it around the valve seat. If the ball remains flattened out the valve is tight.

Care must be taken in cutting the ball so that the edges will be smooth and straight. It is a good plan to have a little oil around the edge so as to detect, through bubbles, any leakage that is due to the ball.

## Tappet Clearance.

According to a number of experienced repairmen, much of the trouble that develops with engines to-day can be traced to the desire to have too quiet operation at idling speed. Not enough clearance is allowed at the tappets for valve stem expansion.

Those who operate their cars with an eye to efficiency now provide greater tappet clearance than formerly because higher speed is demanded. This speed alone causes a higher operating temperature and consequent increased valve stem expansion. Some of the special fuels add to the increased temperature.

Complaining over a tap in the engine during idling, therefore, is bad business these days. The engine is idled so little and driven so much at the customary road speed, it is a decided advantage to adjust tappets for the latter conditions. Always, allow more clearance for the exhaust valves.

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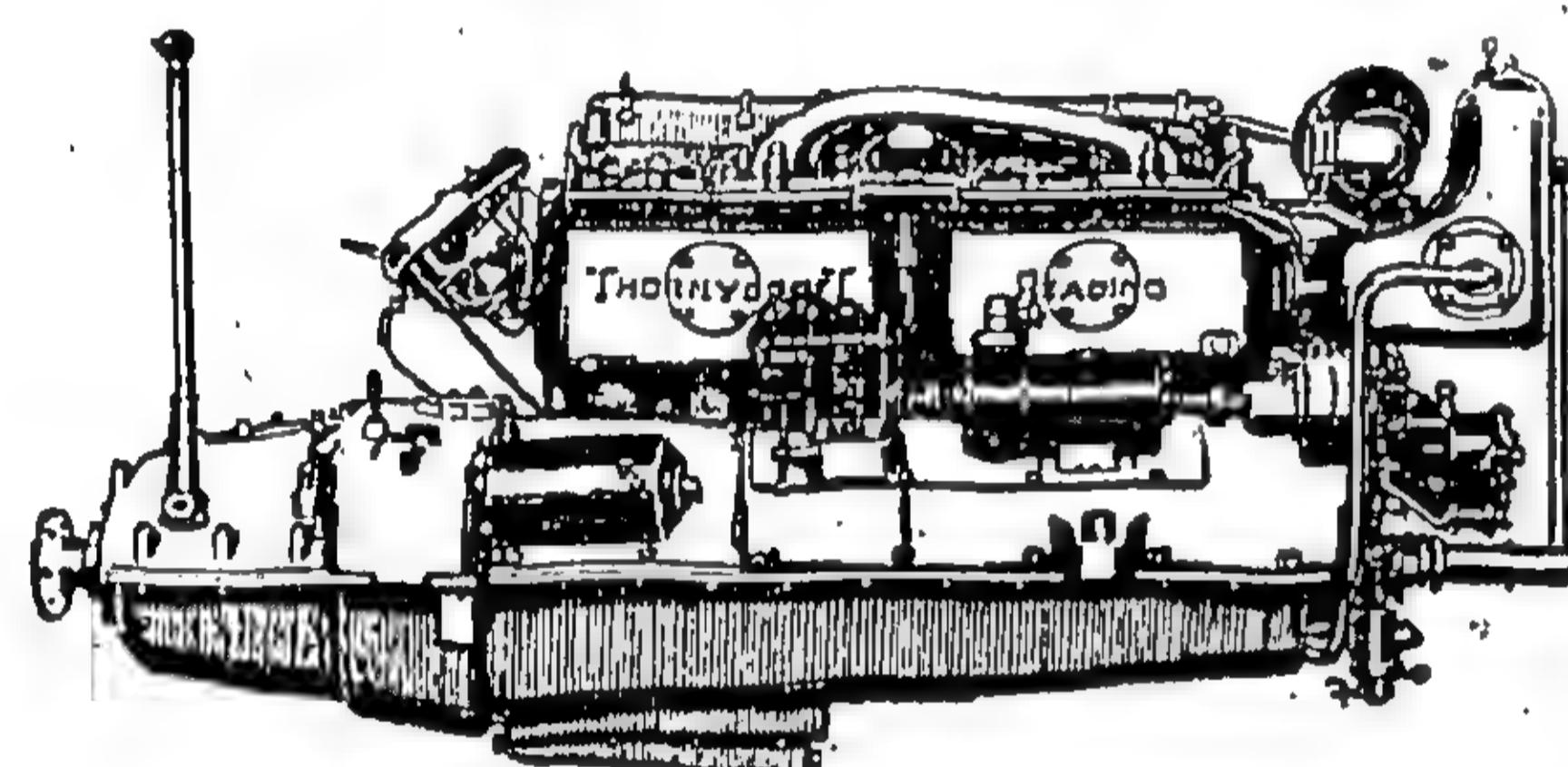
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Why not let us take you for a drive in one of these new Buick Great Eights—and let you see for yourself how much more Buick gives for less money.

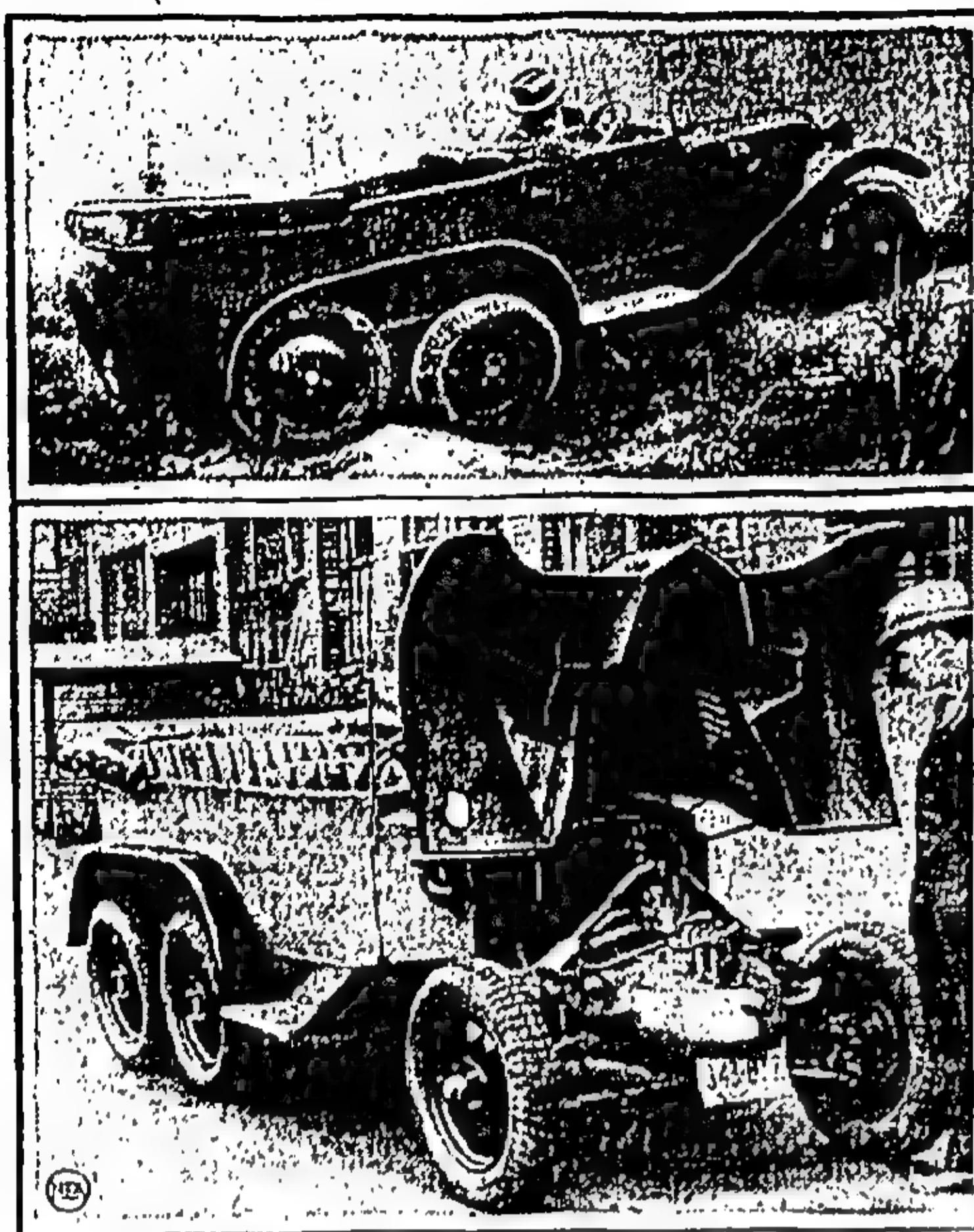
114" Wheelbase Buick Models..... G\$1,580 to G\$1,655  
118" Wheelbase Buick Models..... G\$1,820 to G\$1,930  
124" Wheelbase Buick Models..... G\$2,160 to G\$2,195  
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## ADOPTING A BRITISH IDEA.



Twelve speeds forwards, five axles, four driving wheels, two differentials, three gear shift levers and the ability to traverse roads that would stop anything but a tractor—that's the Tatra-Car recently brought over from Czechoslovakia by Thompson Products Corp., of Cleveland, for experimental purposes. Above the car is shown taking a rough stretch of ground at its top speed of 28 miles an hour. Below is shown the unique hood and the horizontal, four-cylinder air-cooled engine.

## LESSONS OF OLYMPIA.

## The Pessimists Confounded.

## BETTER CARS AND LOWER PRICES.

Before Olympia opened its doors to the public, certain members of the motor industry were opposed to the holding of an exhibition this year. General trade was bad, people were not spending money—these were some of the arguments.

Seldom have pessimists been more confounded. Instead of the paying attendance being thousands down, as was prophesied, there is, so far, little difference in the figures compared with last year. Agents and salesmen have found the public ready to spend.

Olympia is not only the greatest trade fair of any single industry in the world, but it is an example of how an industry can cheapen product by the adoption of advanced production methods.

## Nothing New—But—

True, there is nothing outstandingly new, in a technical sense, in the halls devoted to cars. The fluid clutch of the Daimler and the Armstrong-Siddeley is not new in principle. Fluid clutches existed 25 years ago. There is nothing new in epicyclic gears, but the combination and the improvement of the two give something new in refinement of travel. There is nothing new in the simplification of centralised chassis lubrication, but its refinement and more general application is new.

Some people talk about "stagnation in design." There is no stagnation in design now, nor has there ever been. What has happened is that cars have been going through a period of change from the luxury class to the popular cheap models. The lull is more apparent than real.

As I have previously said, this show is a transition. Olympia. There are a number of devices for easy gear-changing, either by means of special clutches and gear-boxes, or by a mechanical means of doing away with double-clutching by securing the correct meshing of gear pinions. There is no stagnation there, and, with more progressive methods still to come in the factories, together with the public demand for the silent third speed, I am convinced that before long, every cheap car will have similar devices as a standard.

## Prices and Value.

The British industry has done wonders to advance the car to its present level, while producing a

## OIL FILTER.

## Protects Engine Against Wear.

Flint, Mich., Nov. 16th. Tests by C. W. McKinley, research engineer of this city, reveal how the oil filter protects the engine against wear.

## MEN WHO HAVE MADE BRITISH CARS.

[By Douglas West.]

At this year's Motor Show at Olympia British manufacturers have proved that in every class of motor-car they are the equals of their foreign rivals, and in most classes their superiors. Within the past few years the industry has made astounding progress.

Largely through the energy, resource, and industry of a few remarkable men, who have dedicated their service to the finest engineering brains and the most skilled workmen in the country, the production of motor-cars has become one of Great Britain's leading industries.

C. S. Rolls & Sir F. H. Royce.

Yet as young as it is that many of its pioneers still control the great businesses that they have created. Such men as Sir Henry Royce, Sir William Morris, Sir Herbert Austin, Mr. J. D. Siddeley, and many others who in small garages, cycle shops, or in factories devoted to other purposes turned their inventive and engineering skill to the production of motor-cars are now among the busiest employers.

Two names famous in British motoring history that will always be associated together are those of Sir Henry Royce and the late Charles Stewart Rolls, joint founders in 1906 of the firm of Rolls-Royce, Ltd. Yet it would be hard to find two careers more dissimilar.

In the first decade of this century Rolls, a highly capable engineer with Eton and Trinity College, Cambridge, behind him, was the gifted amateur of two novel forms of locomotion, motor-ing and aviation. He was only 23 when he was killed while flying at Bournemouth. One of the most daring of pioneer pilots and the winner of several trophies, he accomplished, among other feats notable in their day, that of crossing and recrossing the English Channel in 95 minutes.

His interest in motoring was no less keen. He devoted his wealth and energy to the development of the motor-car. He took part in races, investigated new designs, at once saw the merits of a 10-h.p. car constructed by Mr. Royce, then head of a firm manufacturing electrical machinery, and invited Mr. Royce to enter the motor-car industry. A separate company formed, of which Rolls became the technical director. Mr. Royce worked out every detail in the engine of his car. He has designed every motor-car and aero engine that has left his factory since that day.

At one time when the firm was in its infancy he used to go round the workshops with a hammer smashing any material that did not come up to his own exacting standards.

Whether the car costs £122 or £2,000; Austin, Bentley, Chevrolet, Armstrong-Siddeley, Chrysler, Talbot, Daimler, Dodge, Buick, Hillman, Humber, Morris, Singer, Standard, Star, Sunbeam, Swift, Vauxhall, Wolseley—take all these as examples, inspect them from radiator to luggage grid, and you will see that they mark a great advance compared with last year or the year before.

## American Surpassed.

The truth is that British makers, if they want to get world trade have got to give something better in quality and price than their competitors. British firms as a whole, in refinement, quality, price and performance, have caught up to the American car built in America, and in one or two cases have overtaken it.

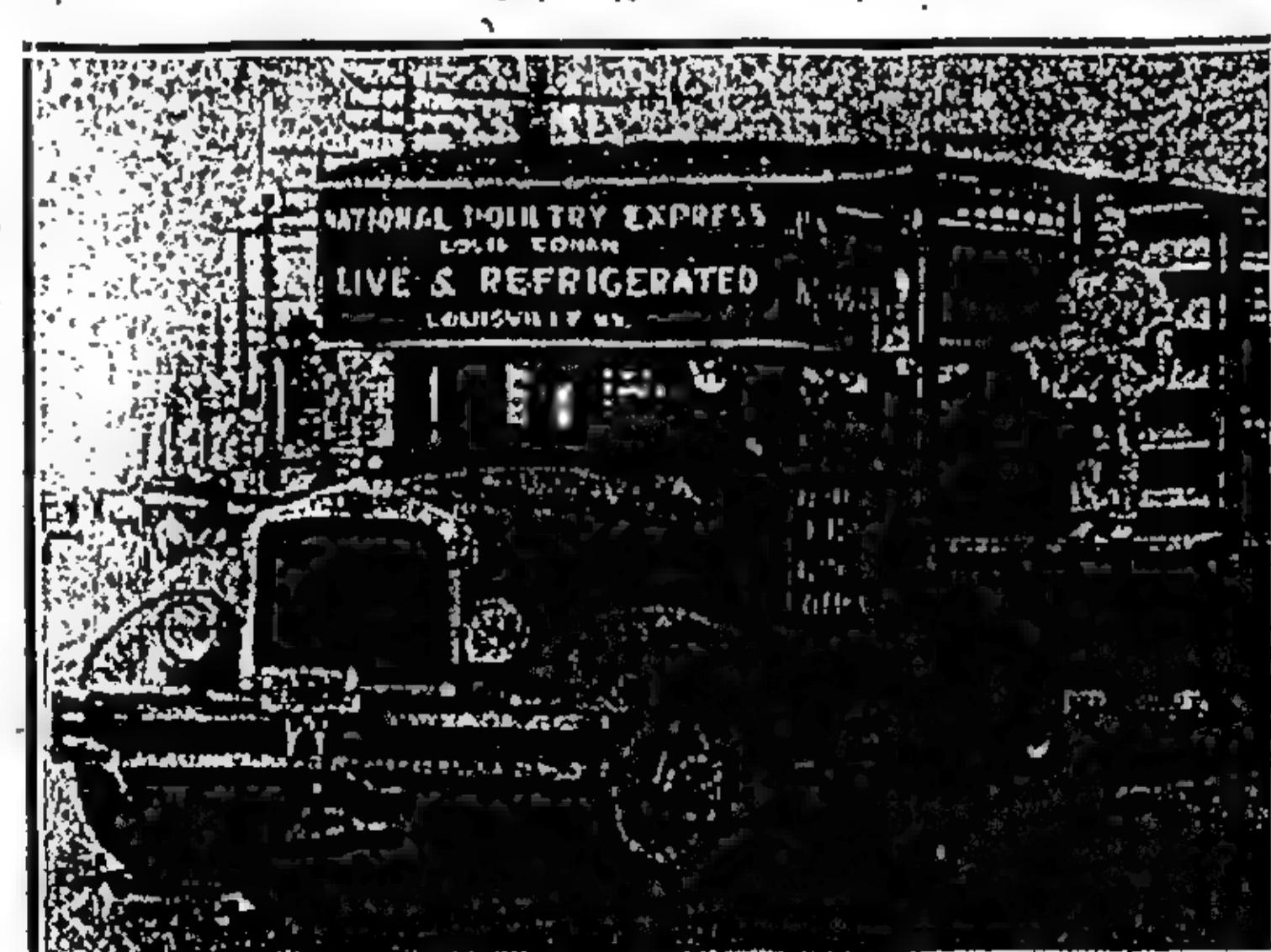
Other points which, I think, have made greater appeal are that the detail work is more suitable for the man who has to look after his own car, that the controls and instruments ensure less wear and tear, and that the small things which, two years ago, were a source of irritation—such things as filters and brake adjustments—are now in places where they can be got at for replacement or adjustment with comparative ease.

## The Little Six.

One type of car in the show is practically new. I refer to the Little Six. Interest in it, as shown by the crowds round the Wolseley Hornet, is almost as great as when the first "baby"—the Austin Seven—came into the show seven or eight years ago.

While I do not think this class of car will have as great a vogue at first as the lesser "babies," in which Britain has no rivals, I believe that eventually it will become the most popular of all for the man who can only afford a moderate sum in initial cost. As carburation develops, engines develop, and light metals for bodies advance, still more commodious saloons of this class are bound to come.

## POULTRY'S LIMOUSINE.



The first test showed that the oil filter removed as much as one teaspoonful of abrasive material in every 1600 miles of driving. The second test showed that wear with unfiltered oil was five times more than with filtered oil. This third revealed that in 10,000 miles driving the filtering bag became filled with more than two pounds of dirt, sludge and abrasive making servicing necessary at this mileage.

Ten thousand pounds of live poultry can be shipped on one trip for any distance and be fed and watered en route in this tractor-trailer combination truck being used by Louis Cohn, of Louisville, Ky. Food is mixed in a tank on the truck and is carried to the feed troughs by force. A generator supplies current for 42 lights which illuminate the coops at feeding time.



## What Better Surprise Gift

FOR NEW YEAR THAN

## A FIAT CAR?

We have the following Models Ready for the Road

**509** Tourer, **4 Cyl:**  
**514** Tourer, **4 Cyl:** (Saloons and Spyders)  
**521** Saloon, **6 Cyl:**  
**520** Torpedo **6 Cyl:** (also Coupe)

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**BICYCLES.**  
More bicycles were sold in 1929 than in any year since 1910, according to the magazine, "Cyclo-Trades of America."

## BIG PAYROLL

A total of 427,459 employees in the American automobile industry were paid \$775,478,810 in 1929, according to a recent estimate.

## READY FOR SHOW

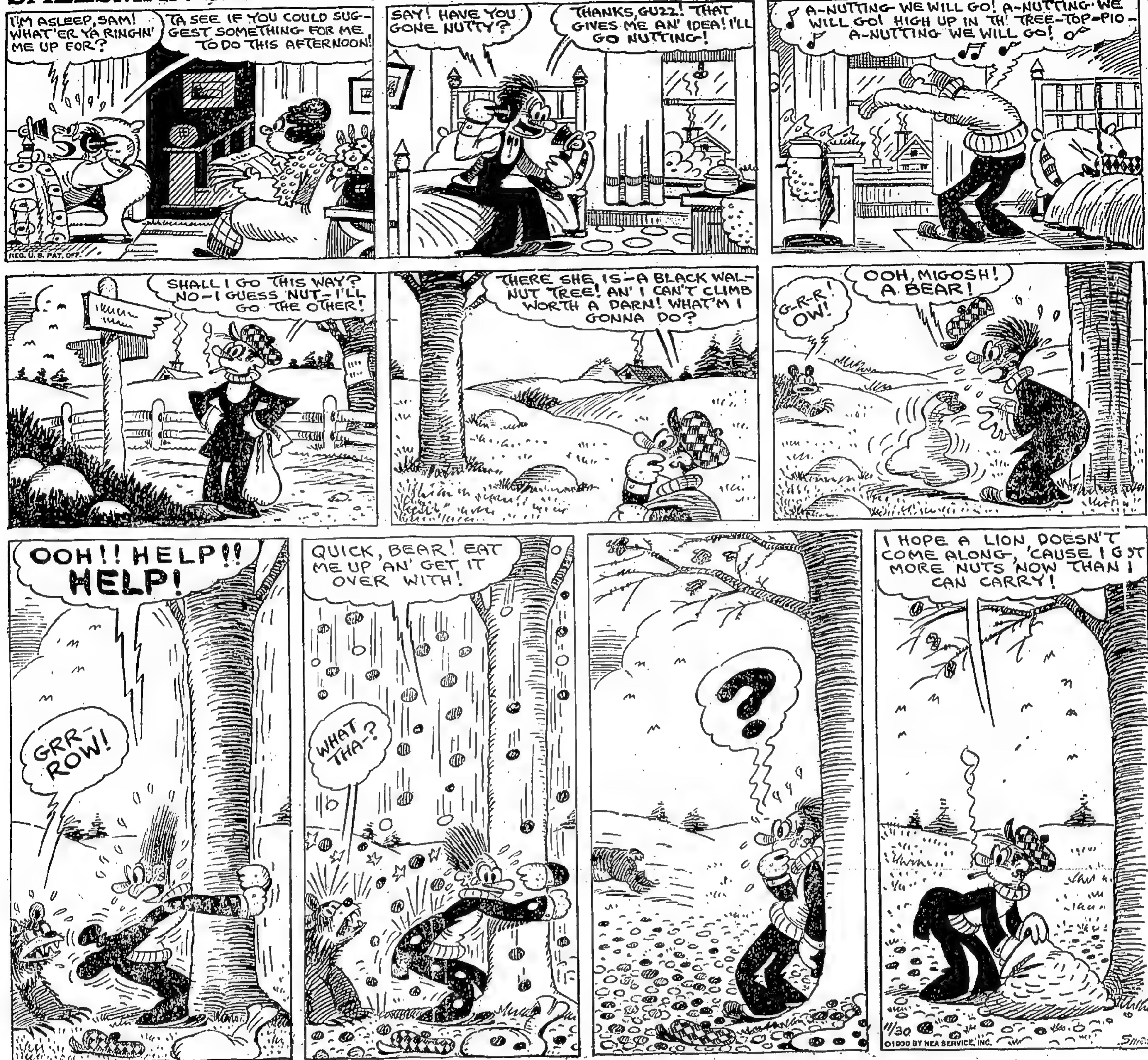
More than 54 makes of cars, trucks and taxicabs will be exhibited at the annual automobile show to be held at Grand Central Palace, New York, Jan. 3 to 10.

## POLICE COLOURS

California requires that auto traffic laws shall be painted white.

SALESMAN SAM

By Snall



**SPECIAL AFTER CHRISTMAS SALE  
FOR THREE DAYS ONLY.**

MONDAY, December 29th to WEDNESDAY, December 31st.

**25% off**

**TOYS, DOLLS & CRACKERS**

CALENDARS for 1931—HALF PRICES.

**WHITEAWAYS. THE STORE FOR VALUE. HONG KONG.**

## KEEN CRICKET ON CLUB GROUND.

## FINE INNINGS BY PEARCE AND LT. HASLEWOOD.

The first day's play in the triangular tournament cricket match between the Club and the Army, which opened yesterday and will be concluded to-day, left the teams in an interesting position, and with very slight advantage either way.

The cricket throughout the day was of quite a good standard, though the general fielding of the Club was not quite up to the usual, and one or two expensive blunders were committed.

From the batting point of view the outstanding performances were those of Lieut. Haslewood and Lt. Cpl. Fry of the Army, who scored 73 and 48 respectively, and in doing so turned the tide of fortune completely in favour of the Service team. Against this was the masterly innings of T. E. Pearce, who without the keen Army attack to contribute a characteristic knock of 62, and remains undefeated.

Fry's was a most stimulating knock, including six boundaries and a hit over the railings, being just two short of the half century when his innings terminated. Lieut. Haslewood was more sedate, but he picked out the right ones to hit and by so doing placed seven boundaries against his name.

Pearce, opening the Club innings, soon lost Sayer and Duckitt, but encouraged by More's ability to treat the ball on its merits, began to settle down to a fine innings, and it was with a very nice-looking hook stroke which sent the ball to the square leg boundary, that he reached his 60. He rarely appeared troubled by the bowlers, which if not too accurate, was varied in its flight and pace. Even in the falling light towards the close of the day's play he found opportunity to reach the boundary twice, and thinks to him and More, who was responsible for a well played 38, the Club finished up only 67 runs behind, with five wickets intact.

The Army, enjoying first knock on a fairly easy wicket, did not display great consistency in scoring, but relied solely upon Lieut. Haslewood, Lieut. Dewart Durie (33) and Lt. Cpl. Fry for their total of 213, which was an extremely useful one.

H. Owen Hughes accomplished some excellent work with the ball, capturing six wickets for 41 runs, but the remainder of the Club attack was anything but convincing, and, relying rather upon support from the field, returned home impotently avenged.

Louis Musson secured two fairly cheap wickets early in the Club innings, but was later collared, and although Williams sent down some fast stuff, which occasionally found a "pint," he was too much off the wicket to be wholly effectual, both Pearce and More playing him with confidence. Musson obtained a victim which he certainly did not deserve, and then injured himself in the last over of the day. Scores:

Army, 1st Innings.					
1. Lt. R. U. Dewart Durie, c and b	Owen Hughes	34			
Cpl. Dewart Durie, c Owen Hughes, b	Beck				
Lt. Haslewood, c and b Owen Hughes		73			
Lt. A. H. Marston, b. w. Beck		14			
Lt. Cpl. Fry, b. Owen Hughes		48			
Capt. Lockner, b. Reid		0			
Capt. N. Thorpe, b. Owen Hughes		0			
Lt. M. Waring, c. Reid, b. Owen Hughes		10			
Pte. R. Salmon, b. Reid		1			
Major Alrey, not out		17			
Sgt. Williams, c. Pearce, b. Owen Hughes		0			
Extras		213			

## Bowling Analysis.

	O.	M.	R.	W.
Goodwin	9.5	3	16	6
	6	2	18	1
E. F. Fincher	3	1	12	2
<b>Kowloon C.C.</b>				
G. C. Burnett, c Edwards, b. Jowitt	3			
R. C. Carroll, c Handley, b. Glass	6			
F. Goodwin, b. Moseley, b. Jowitt	14			
F. E. Skinner, c. Squires, b. Jowitt	0			
D. W. Gregory, c. Glass, b. Glass	0			
N. A. E. Mackay, c. Handley, b. Jowitt	0			
Moseley	12			
W. C. Hung, c and b. Jowitt	17			
E. F. Fincher, b. W. Baker	17			
P. Z. Zinckern, c. Edwards, b. Glass	0			
E. F. Fincher, c. Handley, b. Jowitt	0			
Moseley	0			
J. C. Lyal, not out	0			
Extras	3			
Total	94			
<b>Bowling Analysis.</b>				
Baker	0.	M.	R.	W.
Jowitt	5	1	25	1
Glass	9	2	15	4
Squires	5	32	3	
Moseley	2	13	1	
	3	1	6	2

## Bowling Analysis.

	O.	M.	R.	W.
E. B. Reed	10	2	23	2
A. C. Beck	11	2	25	2
A. C. J. Bowker	12	-	38	
A. Reid	14	1	48	2
H. Owen Hughes	14.3	41	0	
G. R. Sayer	5	1	15	1
<b>Club, 1st Innings.</b>				
T. E. Pearce, not out	62			
G. R. Sayer, c. Davies, b. Moseley	5			
E. R. Duckitt, b. Airey, b. Moseley	38			
G. R. More, b. Williams	0			
R. H. Griffiths, b. Salmon	0			
H. Owen Hughes, c. Thorpe, b. Williams	3			
E. J. R. Mitchell, not out	4			
Extras	20			
Total (for 5 wkt.)	116			
A. C. Beck, A. Reid, A. C. J. Bowker and E. B. Reed to bat.				

## KOWLOON C.C. WIN.

## Beat the Royal Navy by Two Wickets.

In a low scoring match on the Kowloon Cricket Club ground yesterday, the Royal Navy lost to the home team by two wickets after being dismissed for only 46 runs. The hosts, however, put in their weaker batsmen first and then, after the close of the first innings, gave the visitors another knock.

Goodwin was in form with the ball for the civilian players and captured six of the wickets for only 10 runs, Pascoe being the only naval batsman to reach double figures. For Kowloon, Mackay contributed 31 of the 94 runs which the side made. Scores:

Navy.

	O.	M.	R.	W.
Glass, c Mackay, b Goodwin	2			
Stuart, b. w. Goodwin	7			
Holden, run out	7			
Edwards, c. Goodwin	0			
Moseley, b. w. Goodwin	0			
Hector, b. Goodwin	0			
Jowitt, c. Goodwin, b. Lyal	0			
Pigott, b. w. E. F. Fincher	0			
Pascoe, not out	12			
Baker, c Skinner, b. Fincher	0			
Aylmer, b. Goodwin	0			
Extras	46			
Total	46			

## FUN AMONG SAVAGES.

(Continued from Page 6.)

dress is far from corresponding with an "a" Bar Brooke Grubb, who was the first white man to live amongst the Indians of the Paraguayan Chaco, tells a delightful story which shows the difference in viewpoint.

He offered a pair of cotton trousers as a gift to enlist the services of a guide. Tempting as the offer was, no one would volunteer for the job. But he had another pair, evidently made out of the end of a piece of calico, for stamped in blue ink on one of the legs were the British Lion and the words, "30 yards Manchester." This decorative garment proved irresistible, and he got his guide at once!

Love of finery, and the desire to emulate the white man, had led the simple savage into many a ludicrous situation as regards his "set-up."

In the early days of white settlement in New Zealand, we are told of the costumes worn by Maoris at a certain meeting that one man appeared in a soldier's tunic and a pair of spectacles, and another wore long stockings and a mat. One dandy's costume consisted of a pair of trousers tied round his neck along with a black stocking on one arm, and a white sock on the other. And the white missionary must have been sore put to it to keep a straight face when one of his Maori flock marched into church wearing the sleeves of a woman's gown as stockings, two buckets tied on his head to keep his feet as shoes, and seven separate skirts carefully arranged so as to display part of each garment. R.K.

The widow of the Rev. C. S. Minty, a Wesleyan minister of Cardiff and formerly a missionary in China, who lost his life in attempting to rescue two of his daughters from drowning at Porthcawl, has been awarded a memorial certificate and an allowance of £2 2s. a week by the trustees of the Carnegie Hero Fund.

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J. C. Lyal, not out	0				
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## Bowling Analysis.

	O.	M.	R.	W.


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#### XMAS SPORTS.

#### ENJOYABLE AFTERNOON FOR CHILDREN.

A large number of children spent a happy afternoon at the Civil Service Club yesterday, on the occasion of the annual Xmas sports. Many sideshows had been erected for the benefit of the younger generation, including a chute which proved very popular a seastaw and a coconut shy. Mr. Millington was a very effective Father Christmas, while Messrs. A. F. Paul and F. Normington clowned to the huge delight of the children. Chinese jugglers also contributed to the general entertainment.

In the centre of the ground was a big Christmas tree, loaded with presents, which were distributed by "Santa Claus" at the end of the afternoon, each child receiving a present.

The sub-committee responsible for the arrangements was composed of the following:—Messrs. A. W. Grimmitt, F. H. Holdman, J. Shand, Hollidge, H. E. Strange and B. D. Vaughan.

Prizes won during the season, and those won by the kiddies during the afternoon, were distributed by Mrs. G. R. Sayer, who was introduced by Mr. J. R. Wood (Acting Chief Justice). After the distribution, Mrs. Sayer was presented with a cut-glass vase by Miss Pauline Strange. The prize list was as follows:

#### Cricket.

Best batting average, first eleven, Mr. J. E. Richardson.

Best bowling average, first eleven, Mr. J. E. Richardson.

Best batting average, second eleven, Mr. R. S. W. Paterson.

Best bowling average, second eleven, Mr. S. Randle.

Boys, Championship singles, Mr. A. O. Brown.

Club Handicap Singles, 1. Mr. A. W. Grimmitt, 2. Mr. C. J. Dibble.

Club Handicap Doubles, 1. Messrs. H. E. Strange and W. E. Hollidge, 2. Messrs. C. J. Dibble and Archibald.

Club Lawn Bowls, winning side, Messrs. A. W. Grimmitt (skip), R. Wood, J. Dibble, Mr. P. O'Neill.

Runners-up, Messrs. J. Masey (skip), G. Masey, H. Hollidge and C. Strange.

Tennis.

Club Championship, Mr. J. Barrow.

Runners-up, Mr. F. W. Bradley.

Mixed Doubles, Messrs. F. W. Bradley and G. Mitchell. Runners-up, Mr. J. Randall and Mr. G. Fowler.

Mixed Doubles Handicap, Mr. and Mrs. G. Gull. Runners-up, Doctor and Mrs. D. J. Valentine.

Children's Sports.

Boys between 10 and 14, 1. Noel Booker, 2. Arthur Wood, 3. N. D. Booker.

Girls, between 10 and 14, 1. Violet Bradbury, 2. Edna Grimmitt, 3. Flo Grimmitt.

Boys, between 6 and 10, 1. F. Hollidge, 2. Freddie Jones, 3. D. Hollidge.

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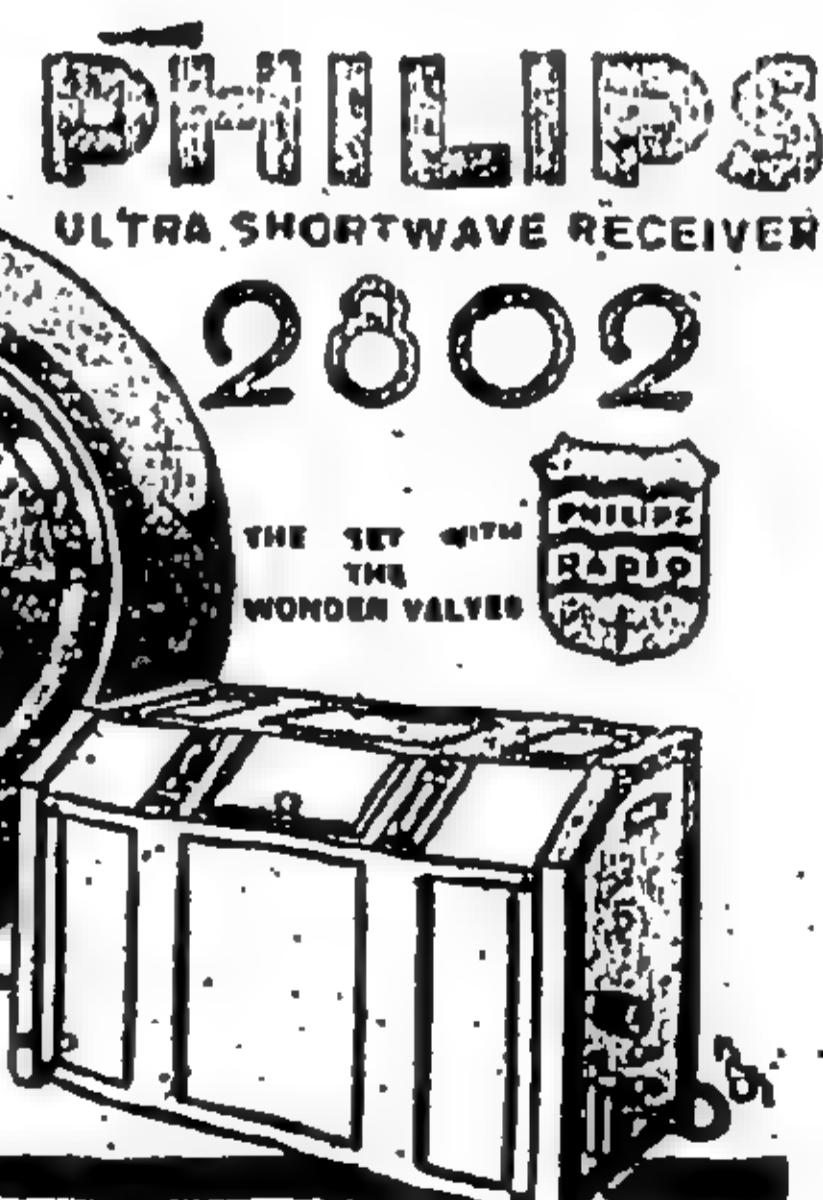


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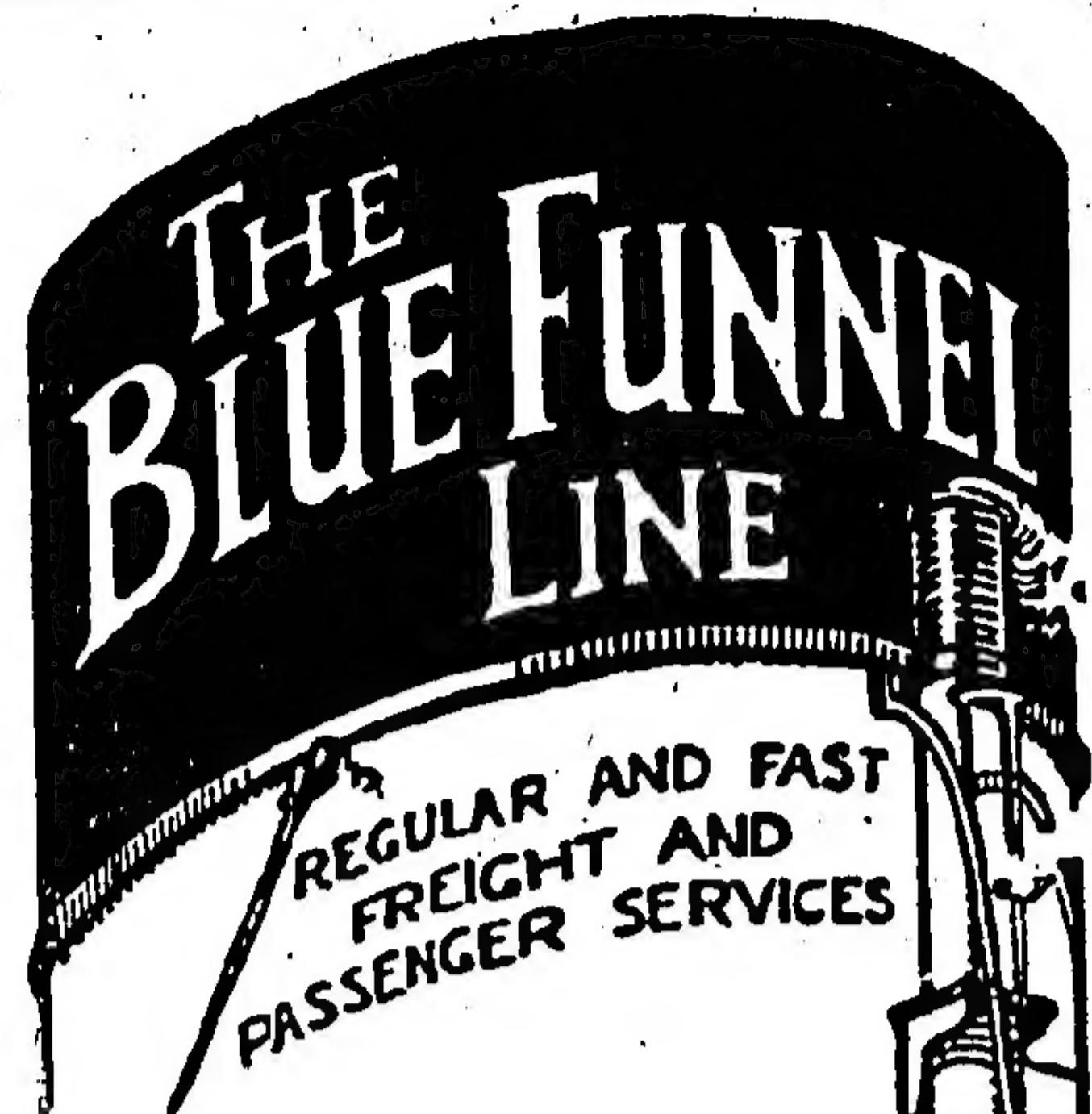
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## OBITUARY.

## FORMER MEDICAL OFFICER OF HONGKONG.

Mrs. D. Annabell Murdoch Gale, M.D., has died at Stuston, near Diss. The daughter of Dr. Clark, a former city analyst of Glasgow, she gained a scholarship to Cambridge in Biology, and took the M.D. and B.Sc. degrees at Glasgow. During the war she was Medical Officer of Health in Hongkong, where her husband was Assistant Director of Public Works, and afterwards practised at Macclesfield.

During the past few years she had been engaged at children's welfare centres in North Lambeth and at Charlton. For some months she had been occupied with special research work on blood pressure, and the results of her studies will shortly be published.

In August, 1928, her son, Mr. R. C. C. Gale, of the Air Force Reserve of Officers, crashed in an aeroplane and sustained serious injuries. Mrs. Gale at once gave up all her medical duties to devote her time to the care of her son, and Mr. Gale recovered sufficiently to resume his studies at Cambridge. Last January the sports car in which he was travelling to London collided with a motor-lorry, and his injuries resulted in his death. The effect of this second accident undermined Mrs. Gale's health.

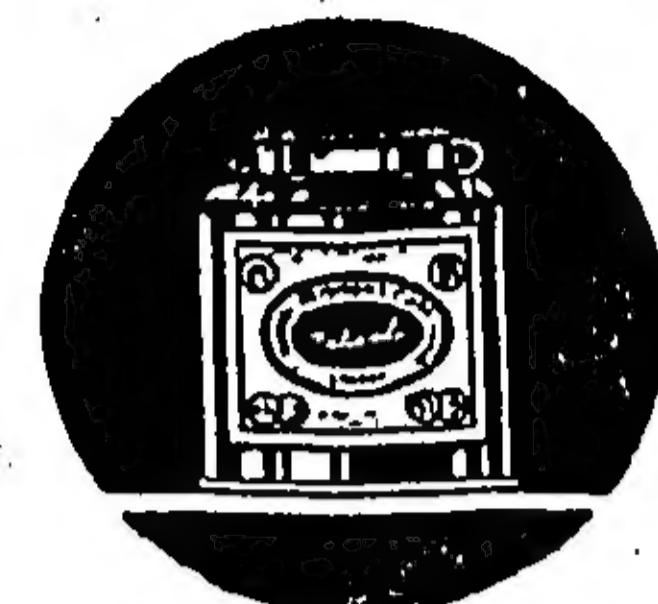
Father Arkwright.

Macao, Dec. 22. Old pupils and friends of Rev. Father William Arkwright, S.J., will be sorry to hear of his death, at an advanced age, in the college of Belgaum in India, on Nov. 22 last. The news received at Macao states that Father Arkwright died practically in harness, feeling unwell for one day only before his death, and he passed away peacefully.

The late Father Arkwright, who was sixty-eight years old, was well-known in the Far East, and taught in St. Joseph's Seminary College at Macao for many years, throwing himself with such enthusiasm into

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his work that his students are numbered among the most distinguished Portuguese in the East, and the College earned a reputation for the excellent English scholars that came from Macao.

Removing to India, he repeated his success at Cochin, and later at Belgaum, at St. Paul's High School, whether, owing to his advanced age, it was thought advisable to send him so that he might get the benefit of the better climate there.—Our Own Correspondent.

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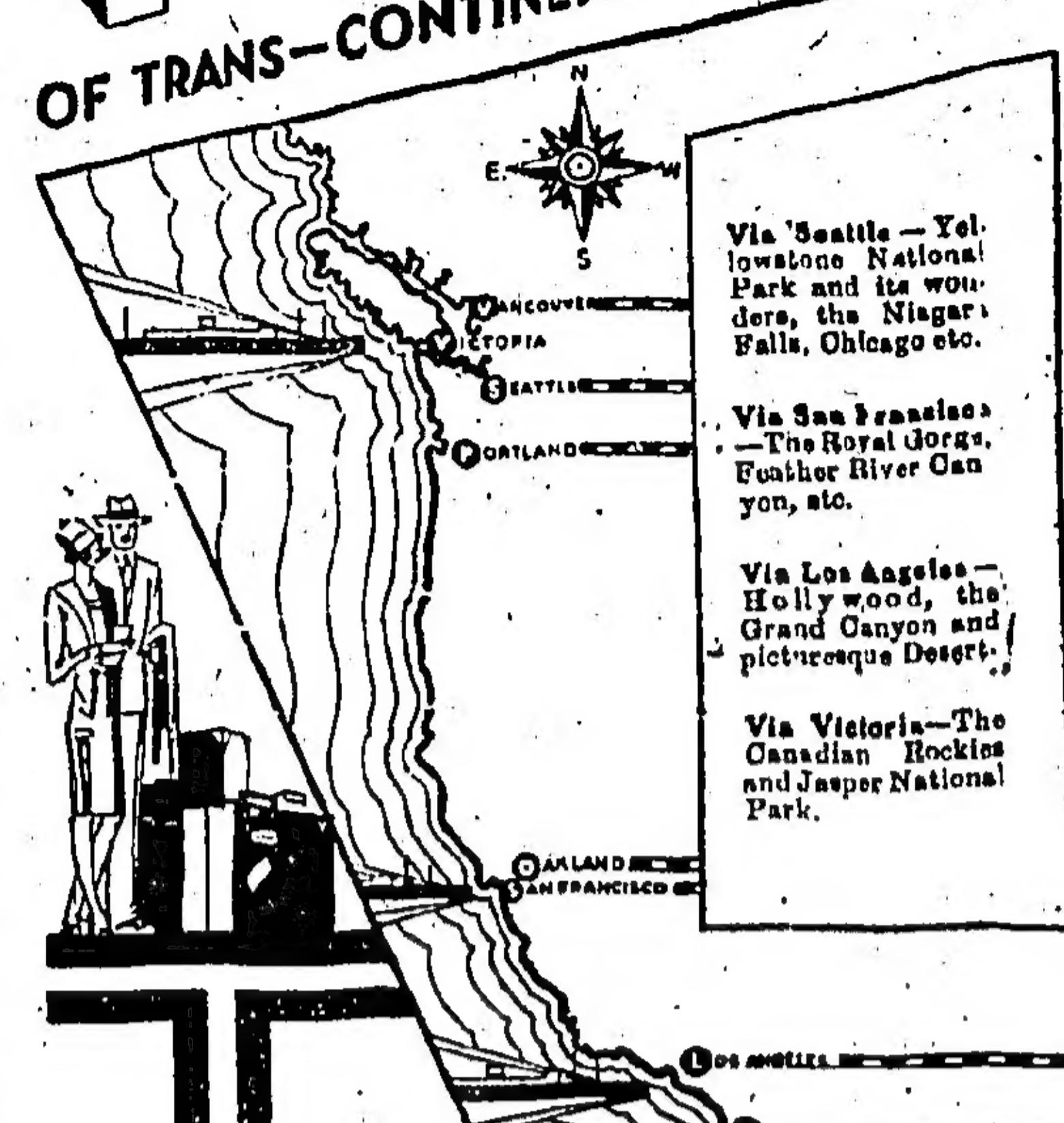
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Empress of Asia	Feb. 10	Feb. 21	Feb. 24	Mar. 7
Empress of Canada	Mar. 5	Mar. 8	Mar. 10	Mar. 12
Empress of Russia	Mar. 10	Mar. 21	Mar. 24	Mar. 28
Empress of Japan	Apr. 1	Apr. 4	Apr. 9	Apr. 17
Empress of Asia	Apr. 10	Apr. 13	Apr. 16	Apr. 27
Empress of Canada	Apr. 25	Apr. 28	Apr. 30	May 2
Empress of Russia	May 9	May 11	May 14	May 16
Empress of Japan	May 23	May 26	May 29	June 10
Empress of Asia	June 5	June 8	June 11	June 13
Empress of Canada	June 20	June 23	June 26	June 27
Empress of Russia	July 3	July 6	July 9	July 11
Empress of Japan	July 10	July 21	July 23	July 25
Empress of Asia				Aug. 6

\* Call at Nagasaki the day after departure from Shanghai.

+ Call at Honolulu on May 8. 2 Calls at Honolulu on June 6.

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ANDRE LEBON.....	3rd Feb.
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4.00-7.00 p.m. Chinese Programme.  
7.00-8.00 European Programme of Columbia Records selected and supplied by Messrs. Anderson Music Co. 7.00-7.35 p.m. Musical Comedy.  
The Maid of the Mountains—  
Vocal Gems.

Columbia Light Opera Co. DX81.

The Cuckoo-Selections.

Song of the Flame-Selections.

Van Phillips and His Concert Band. DX83.

The Three Musketeers—Vocal Gems.

Columbia Light Opera Co. DX86.

The Merry Widow—Selections.

London Theatre Orchestra. DX64.

7.30-9.10 p.m. Orchestral and

Martial Moments.

H. M. Grenadier Guards' Band. 9065.

Melodious Memories—Pot Pourri.

Royal Chinese Orchestra. 9722.

Gavotte from "Hammeren."

Andante for Flute and Orchestra.

Zurich Tonhalle Orchestra. 9053.

Variety.

8.10-9.00 p.m. Ghouls—An Old Time Music Hall.

The Variety Singers. 1052-1063.

Trio-Royal Hawaiian Hotel.

Trio-Heila.

Sol Hoopii's Novelty Trio. 170-172.

Pianoforte Solo—A Cottage for Sale.

Pianoforte Solo—On The Sunny Side of the Street.

Fred Olding. 188-189.

Song—My Heart Belongs To The Girl.

Who Belongs To Somebody Else.

Jack Plant (Baritone). 286.

Humorous Song—Old Time Comedians.

Frank Wood. 281.

Song—Frederick—Love Will Kiss and Ride Away.

Len Seidl (Soprano). 269.

9.00 p.m. Weather Report, Local Time, etc.

Dance Programme.

9.00-12.00 p.m.

Fox Trot.

In A Quiet Corner. 122.

Slow Fox Trot.

One Night Alone With You.

Fox Trot.

Under The Sweetheart Tree. 131.

One Step.

Tid-Dle-Id-Dle-Um-Pum.

Fox Trot.

With Out My Gal. 146.

What A Perfect Night For Love.

Mother's Smile. 108.

Waltz.

The Sacred Flame.

Slow Fox Trot.

Charlot's Masquerade—Who.

Charlot's Masquerade—I Fell For You.

Fox Trot.

Cuban Love Song. 149.

Waltz.

Fleur D'Amour.

Fox Trot.

Nippy—It Must Be You. 150.

Two of Everything.

Slow Fox Trot.

He's My Secret Passion. 134.

One Step.

Let's Go Native.

Fox Trot.

Adeline. 143.

That's Where The South Begins.

Fox Trot.

A Slave To Love. 147.

The Same As We Used To Do.

Fox Trot.

Follow A Star. 140.

Slow Fox Trot.

Don't Wear Your Heart On Your Sleeve.

Fox Trot.

Over The Garden Wall. 132.

One Step.

There's A Good Time Coming.

Fox Trot.

June Kisses. 133.

What's The Use Of Livin' Without Lovin'?

Happy Feet. 86.

A Bench In The Park.

You're Just The One Girl For Me. 126.

Waltz.

The Love Waltz.

Fox Trot.

Say A Little Prayer For Me. 130.

Californian Serenade.

With My Guitar and You. 107.

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THE ABOLITION OF  
LIKIN.

CHIANG SAYS APPEALS ARE  
FUTILE.

NANKING INSISTENT.

Nanking, Dec. 26. Marshal Chiang Kai-shek has telegraphed to all Provincial Governments emphasizing the cardinal necessity for the abolition of Likin, which he describes as the most objectionable of the native taxes which have been doing great harm to trade in all parts of the country.

Marshal Chiang adds that Government is determined upon the abolition of Likin although it is a severe test.

Abolition was sanctioned by the Fourth Kuomintang Plenary Session which, like the Finance Ministry, was quite satisfied that Likin impositions must be stopped despite the foreseen numerous obstacles. The President warns Provincial militarists and civil administrators that it is futile to appeal to Nanking for a postponement of Likin abolition and adds that severe punishment may fall on those who ignore the decree.

It is pointed out that with the abolition of Likin taxes the Nanking Finance Ministry will suffer to the extent of at least \$100,000,000.

China's Finance.

Another big effort to effect unity in the financial affairs of the country is announced by Mr. T. V. Soong, who to-day issued a decree declaring the decision of the Nanking Government to entrust the salt administration to representatives of the Nanking Finance Ministry. Provincial militarists are ordered not to interfere with the salt administration from January 1931.

Commenting on the new excise taxes on nineteen classifications of foreign goods, the Finance Minister declares that Special Tax Bureaux will be opened in the Provinces by the officials of the Nanking Finance Ministry and all revenues collected at these bureaux will be remitted direct to Nanking.

The Finance Minister admits that the abolition of Likin will deprive the Provincial Governments of a large source of revenue and that some Provincial Governments will find it difficult to balance their budgets. The Nanking Government will be willing to render financial assistance.

CARNIVAL DANCE  
AT Y.M.C.A.

HAPPY BOXING NIGHT  
FUNCTION.

The European Y. M. C. A., Kowloon, presented a gay scene last night on the occasion of the Boxing Night carnival dance, nearly 100 attending in fancy costumes, lending additional attractiveness to the already gaily decorated room, with its streamers, balloons, special lighting effects, and an artistically prepared stage, from which the Lyric Band discoursed music.

Up to an early hour this morning the revels were maintained, the merry company delighting in novelty dances and the atmosphere of complete informality which marked the occasion.

Mr. G. W. E. True, whose presence as master of ceremonies at any Y. M. C. A. function is now regarded as essential to the success of the occasion, once again carried out these duties in his customary happy manner, being assisted by members of the Social Committee, who left no stone unturned to make the dance the success it was.

CHRISTMAS TREE  
PARTY.

AT MAURICIO TRAINING  
INSTITUTE.

A large number of pupils and friends attended the Christmas gathering at the Mauricio Physical Training Institute yesterday.

Little children of pupils and friends also attended the party and added greater joy to the occasion. The children were the recipients of many lovely Christmas crackers and toys.

Tea and drinks were served and later a flashlight photo was taken of all present at the function. This was followed by a drawing in which all subscribers received presents to remind them of the happy occasion.

The party was given a little music in which Mrs. A. J. Mauricio, Messrs. F. E. C. Fernandez, L. G. Rosario and G. Scully took an active part.

The party ended with a draw for a turkey, and Mr. Gerald Scully of the Hongkong University was the lucky one.

PORTUGAL OUT OF  
LUCK.

HEAVILY DEFEATED  
BY CHINA.

PUT UP GREAT FIGHT IN  
SPITE OF SCORE.

SUEN'S HAT-TRICK.

China 6 Portugal 1.

The wide disparity suggested by the score was by no means evident on the field of play. China fielded a much superior team, well balanced at all points, and particularly alert forward. Portugal, robbed of the services of A.V. Gosano by an injury, provided some remedy for their defects as a side by sheer grit and determination, the thrusful raids of B. Gosano, Ward, Rocha and their colleagues failing of success only because their luck was right out.

Portugal found themselves four goals in arrears at the interval. Suen Kam-shun having obtained the hat-trick by three brilliant snap goals, the first and third being "placed" with nice touches out of Rocha's reach, and the second smartly headed through from Chan's fast centre. Chu Kwok-luen was credited with the fourth when Silva Netto shot hard against his legs, the ball passing Rocha on the rebound, the scorer knowing less about it than the goalkeeper.

Portugal's Effort.

In spite of these arrears, Portugal fought back wonderfully well on the resumption, and Pau's goal had so many narrow escapes that it appeared to bear a charmed life.

Once he was well beaten by a shot which struck the post, another time he made a remarkable recovery to keep out a header by Santos, his third smart save in less than a minute. Portugal did everything but score, keeping up a strong attack for the greater part of half an hour, pressure being interrupted only occasionally by swift Chinese breakaway raids which were always highly dangerous. Ward and Rocha were shooting comparatively well, but supporters of Portugal must have sighed for the presence of A.V. Gosano.

China enjoyed a greater share of the game towards the end and first Lim, and then Chan Mee-on added to their lead.

Portugal, having pegged away for so long without scoring, it had seemed intended that they should not, but just before the end a simple long shot by Beltrao deceived Pau Ka-plng.

Perfect Backs.

Li Tin-sang and Lau Mau, right and left backs, respectively, took principal honours in this game. Even when the Portuguese attack was at its best they were never tackled, kicked with judgment, tackled well and recovered smartly when beaten. Lau Mau had some great tussles with B. Gosano and they broke about even on the day. Li Tin-sang made his task look easy.

Although Lim was not a particularly bright leader, China's attack was in great form. If he had obtained more than six goals, no surprise would have been occasioned. Suen, for instance, made few serious attempts to score after obtaining the first three. He passed for others to shoot when better placed himself. Ip Pak-wa was very badly cut over the eye in the first half-minute of the game, but returned after attention to give a sound exhibition. Chan Mee-on and Chu Kwok-luen made up a very dangerous wing. Lam Yuk-ying was the best of the half-backs.

Portugal's Best.

Portugal made several rearrangements on the field and it was not always easy to keep track of them. Silva Netto gave a much improved display when he went into the back division, while the second half changes made a world of difference. Xavier, B. Gosano, Ward and Rocha distinguished themselves, and Santos and Beltrao also did quite well. Santos would be an exceedingly useful player if able to borrow a little of Suen's surplus weight.

Rocha in goal had no chance with any of the goals, not even with the sixth which passed between his feet. —Wanderer.

The University of Hongkong advertises that a meeting of graduates will be held in the Great Hall of the University at 16.15 p.m. on Wednesday, January 14th. Mr. Foo Ping-shoung will preside. The meeting is being called to consider the creation of a Hongkong University Graduates Association. The Vice-Chancellor will be at home in the Great Hall from 4.15 p.m. to 5.15 p.m.

GAMBLING RAID IN  
SHANGHAI.

OVER HUNDRED FOREIGNERS  
ARRESTED.

PARTY SURPRISED.

Shanghai, Dec. 22. One hundred and fifty persons were arrested just after midnight on Saturday in a police raid on the Shanghai United Club, 306 Avenue Foch. The raid was carried out under C.I. P. J. Dunne of Louza under a party of police 50 strong, who approached the club in three wagons from the Reserve Unit and Central Station.

Twenty dollars' bail was required from each player before release. The bulk of those in the club are said to have been Russian and Portuguese. Police found apparatus in use for a variety of games, including chemin de fer and lotto.

This is the largest raid in police annals. More than 100 foreigners were on the premises at the time the raid was made, of whom 12 are subjects of extraterritorial powers.

Very little money was seized by the police, not over \$30. It is understood that chips are purchased by players before playing.

More than 40 officers, uniformed men and detectives, surrounded the house quickly. With Chief Insp. Dunne and Insp. Jefferson in the lead, the party advanced through the entrances completely surprising those at the tables and diners as well.

In the dining room were about 35 persons. In the room devoted to lotto more were seated, while in the chemin de fer room a lesser number were round the tables.

Owing to the telephone having been disconnected many of the guests were slightly embarrassed in the matter of securing ball money and police escorts assisted them if possible. But ball money was forthcoming in the majority of the cases, although neither of the alleged proprietors was allowed their liberty.

HOTSPUR ROLAND FOR  
OLIVER.

(Continued from Page 1.)

THIRD DIVISION (SOUTH).

Bournemouth	2	Coventry	0
Brighton	4	Bristol R.	0
Baptist O.	2	Newrich	0
Crystal Pal.	5	Brentford	1
Exeter	3	Newport	0
Gilmour	6	Swindon	1
Northampton	1	Southend	0
Netts. County	2	Queen's P. R.	0
Thames	1	Gillingham	2
Torquay	1	Luton	1
Watford	2	Walsall	2

League Table.

Notts. County	22	14	6	2	54	24	31
Northampton	21	12	5	2	32	17	29
Southend	22	12	2	7	40	34	39
Crystal Palace	21	11	5	6	63	43	27
Brighton	22	10	4	3	32	25	26
Bristol	22	10	4	8	52	42	24
Fulham	21	10	4	7	41	40	24
Coventry	20	9	4	7	45	35	22
Swindon	22	10	2	10	45	49	22
Bournemouth	22	8	6	8	38	42	22
Torquay	22	9	3	10	46	54	21
Queen's P. R.	21	9	2	10	50	39	20
Gillingham	21	6	8	7	37	33	20
Clifton O.	20	8	4	8	35	33	20
Exeter	20	7	6	8	37	44	20
Bristol R.	21	6	9	28	35	54	18
Luton	21	6	5	4	23	37	14
Norwich	21	5	4	12	23	37	14
Watford	20	4	6	10	33	51	14
Thames	21	5	3	13	24	53	13
Newport	21	5	2	14	40	64	12

THIRD DIVISION (NORTH).

Carlisle	2	York	0
Gateshead	1	Stockport	1
Nelson	1	Hartlepool	0
Hull	10	Halifax	0
Lincoln	1	Darlington	0
New Brighton	2	Doncaster	1
Rochedale	0	Southport	1
Transmere	4	Rotherham	2
Wigan	3	Accrington	2
Wrexham	2	Chesterfield	1
• Postponed			

League Table.

Lincoln	20	14	3	3	47	22	31
Transmere	21	14	2	5	64	44	30
Chesterfield	21	12	4	5	50	30	28
Hull	21	11	5	5	45	31	27
Wrexham	21	11	4	6	49	34	26
Carlisle	20	12	1	7	48	30	25
Wigan	20	12	2	4	42	37	25
Southport	20	10	2	8	39	33	22